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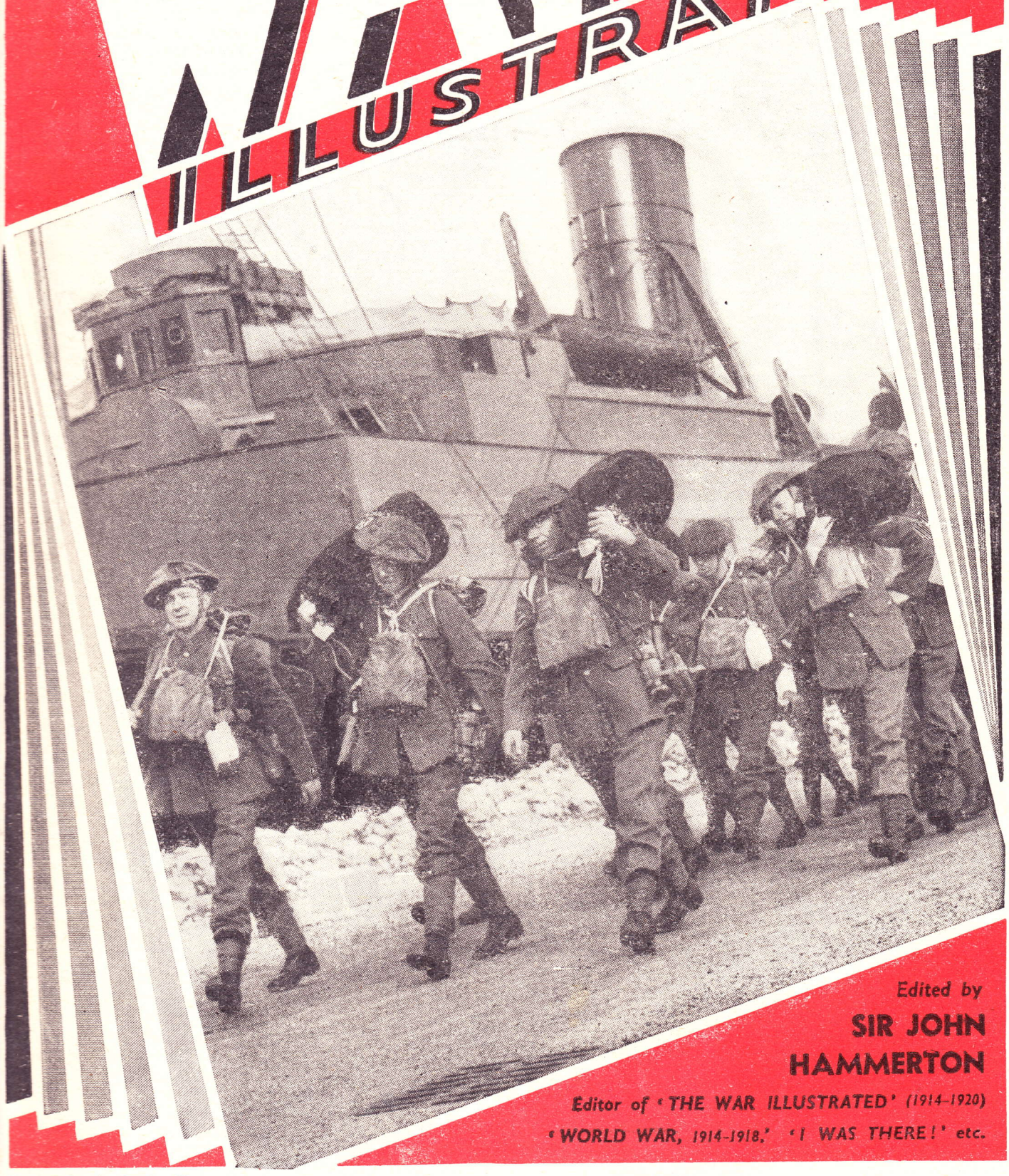
Vol. 1 PERMANENT PICTURE-RECORD OF THE SECOND GREAT WAR No. 6

THE WAR ILLUSTRATED

3d Weekly



Edited by
SIR JOHN HAMMERTON
Editor of 'THE WAR ILLUSTRATED' (1914–1920)
'WORLD WAR, 1914–1918,' 'I WAS THERE!' etc.

Early Arrivals in France

Jottings from My Wartime Diary

BY THE EDITOR

JUST been listening to Winston Churchill's broadcast—masterly! No overstatement; clear, concise, penetrating. His slight inclination to raise his voice at the end of a sentence, rather in the "Methody" manner, is of small account weighed against the fine seriousness of his tone and the simple effectiveness of his words. Contrasted with the mouthings, bellowings and general beastliness of a speech by Hitler, Goering, or Goebbels, it makes one proud to be British when listening to Winston Churchill.

✲ The B.B.C. shows small sign of improving. Its dud programmes have led to a great falling-off in listening. I hear on all hands from friends and acquaintances that they have practically stopped plugging in for the drivel that is dished out between the news bulletins of noon and nine—and God knows these are hardly worth straining a tympanum to hear.

✲ A noteworthy example of ineptitude preceded Mr. Churchill's most welcome speech. It was the reading of a news item from the German communiqué which asserted that *ten* British 'planes had been destroyed to *two* Nazi 'planes. Not one word of contradiction or confirmation was vouchsafed. If the German statement is true, heaven help us when the war starts. If it isn't, why aren't we told?

✲ Take the case of "Courageous." Beyond telling us that they "believe" the U-boat that sunk it was itself destroyed the Ministry of Information add not one word. Yet they repeat the "frame up" of the Nazi liars that the U-boat returned and its crew were decorated . . . repeat that lie so that America and all the world can give it greater listening! I know from one of the crew of "Courageous" that the submarine *was seen by all* to shoot out of the water, "almost perpendicular," following the depth charges, and then to fall back at the same angle.

✲ Unless the Nazi submarines have been made capable of looping the loop it is inconceivable that this one ever returned to its base, and the German broadcast yarn about the iron crosses of the 3rd and 2nd class awarded to its crew is so much eyewash. But why should our so-called Ministry of Information spread that yarn by means of the B.B.C. without one word of criticism or comment? I give it up.

✲ I greatly doubt that we shall see many motor vehicles going about their lawful occasions by means of gas bags, as we did in 1917. I myself drove a car fitted with one and remember that it didn't do too badly, though I went in constant dread of a cigarette setting it ablaze. Surely we are incomparably better situated as regards petrol today than we were 'way back in '17.

EDITOR'S OFFICE
THE WAR ILLUSTRATED,
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WHITEFRIARS, LONDON, E.C. 4.

✲ Some day, if I survive, I think I shall write a book to be called "Through Three Wars." True, the first wasn't a very big affair, though it was menacing enough in its repercussions, for Germany *and* France were both anti-British then. I well remember my wife and I being targets for stones and over-ripe fruit thrown by little French lads while we were cycling through Caudebec-en-Caux . . . forty years ago, alas! . . . because our soldiers were then fighting the Boers! . . . or could it have been because Kitchener had so recently got the better of Major Marchand at Fashoda? How quickly mob affections change, as Shakespeare so cunningly shows us in the immortal Forum scene of "Julius Caesar."

✲ I am sorry to see the old horses coming back to London. My satisfaction in the mechanization of the Army was mainly due to the feeling that there would be fewer horses to be mangled on the battlefield, and I fear that when London really feels the weight of air raids many of the thousands of horses that have returned to the metropolis as substitutes for motors are all too likely to be helpless sufferers in the bombing. The unhappy devotion of the Poles to the cavalry arm added a distressing amount of animal suffering to the heroic martyrdom of the people.

BACK NUMBERS

Many thousands of readers were disappointed in not being able to secure copies of Nos. 1 and 2 of THE WAR ILLUSTRATED, and my publishers have been inundated with orders for these numbers, as a large proportion of subscribers wish to keep their weekly parts for binding into volume form—particulars of which will be furnished later.

The amazing success of THE WAR ILLUSTRATED—easily an unapproached record for all time—has swept the market clear of all copies of Nos. 1 and 2 and the publishers have only now been able to arrange for reprints of these two issues sufficient to cover the immense quantity of orders from the trade.

There cannot be a further reprint of these particular numbers, as the demand upon the printing resources of the publishers to maintain the week-to-week supply is so great that already they are being taxed to the limit of capacity.

Therefore I advise readers who have missed Nos. 1 or 2 to lose no time in securing the same from their newsagents. The supply now available is limited and repetition will be impossible.

At an early date I shall have pleasure in detailing the publishers' arrangement for binding our volumes.

✲ Dried apricot seeds don't mean a thing to you or me . . . other than dried apricot seeds. Yet I'm told that tons of them have been confiscated by the British Navy as contraband on the way to Germany. Why? They form an ingredient in the making of poison gas. Oh, they are busy with their poison gas, these bestial Nazis; and don't let us forget it.

✲ Believe it or not! Just read an article in "Listener's Digest," of New York, on "Champion Liars," and there is no mention of Goebbels, or Hitler.

✲ One of the most significant things I have noticed in the news from Belgium is the fact that no fewer than fifty Nazi journalists—each of whom is merely a lying propagandist expelled from Paris—are now resident in Brussels. They have all somehow been accommodated as "press attachés" of the Nazi Embassy there! Moreover, although all the French private residents in Belgium have now returned to France, none of the German residents there have gone back to Germany. This looks to me like the Nazis' "fifth column" in Belgium ready for the invasion.

✲ To me one of the most noteworthy facts of the war so far has been the conquest of Poland, not by any "secret arm," but by an arm invented by an Englishman—the Tank. Despite all the braggadocio of Hitler, the most formidable thing on wheels came out of the brain of an Englishman in the Great War, and I have little doubt that the British invention which was used with such deadly effect against Poland will yet be used effectively against Germany, for it is seldom that an original invention is beaten by imitations.

✲ Whenever—and if ever!—I move into a new house, it will not have a single room with parquet flooring, whereas there are no fewer than nine of them in my present home. For the first five weeks of the War I've been going about with a cracked rib as the result of a dreadful crash when a door mat slid from beneath my feet, thanks to that polished parquet. All the mats in my home have since been made proof against slipping by a simple device—the old story of the stolen horse and the locked stable door. In these days of dim irreligious lights let me urge my readers to avoid broken ribs by having door mats treated with some of the various non-slip devices where the floors on which they lie are of polished parquet.

The War Illustrated

Vol. 1 A Permanent Picture Record of the Second Great War No. 6

Aboard the troopship which is carrying them across the Channel, these British soldiers have donned the life-saving gear which will keep them afloat if a U-boat's torpedo should make them take to the water. During the dispatch of the new British Expeditionary Force to France in September, 1939, not a single life was lost through enemy action, so thorough and unsleeping was the watch kept by the vessels of the Royal Navy entrusted with the guardianship of the troop-carrying fleet.

British Official Photograph : Crown Copyright Reserved

Epic Siege and Fall of Warsaw

History records many a siege sustained against tremendous odds, and to the most glorious of these must now be added that of Warsaw. For nearly three weeks Poland's capital city withstood the furious might of the German invader, and only capitulated when all but honour was lost.

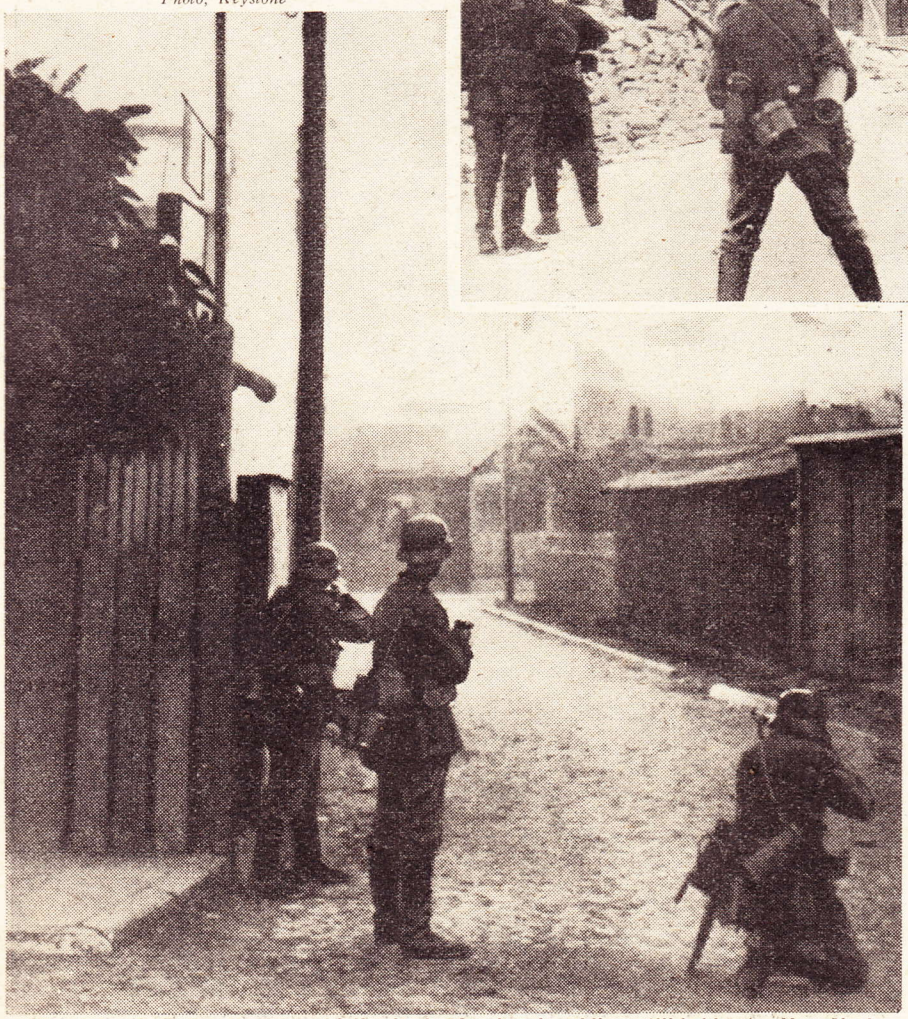
Stunned by the disaster, this Polish farmer stands at the door of his homestead after it had been bombed by the Nazis.

Photo, Keystone

AFTER they had bombed and shelled Warsaw for nearly three weeks, the German High Command on September 27 announced that in future the city would be regarded as a military objective. At the outbreak of war, said their communiqué, Warsaw had been considered as an open town and respected accordingly, but it had now been transformed into a fortress by the measures of the commander, who had restored the old forts and armed part of the civil population . . .

The statement was accompanied by an intensification of the attack, and the first line of forts in the north of the city and the second line of those in the south were captured by the besiegers. Following these assaults the Polish commander offered to surrender the town.

The news of the armistice was conveyed to the world in the following message broadcast from Warsaw on September 28 : " After 20 days of heroic defence, after practically the destruction of half the city, and after the destruction



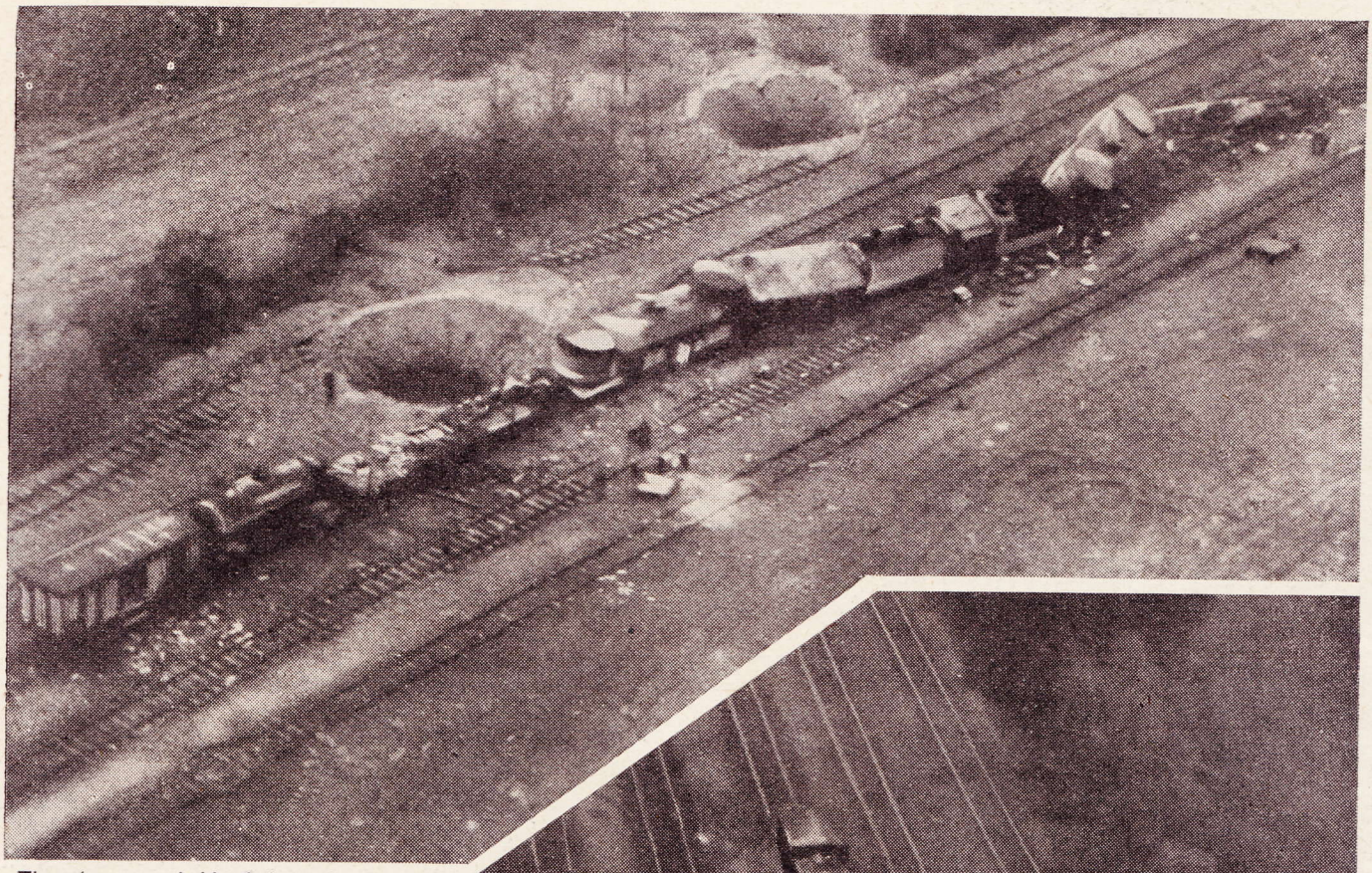
After the main Polish armies had fallen back a few heroic soldiers still held out. Here Nazis are firing on a house in a Warsaw suburb already in flames in which Polish soldiers may be in hiding. Centre right, a party of German soldiers have brought an anti-tank gun into operation against Polish stragglers.

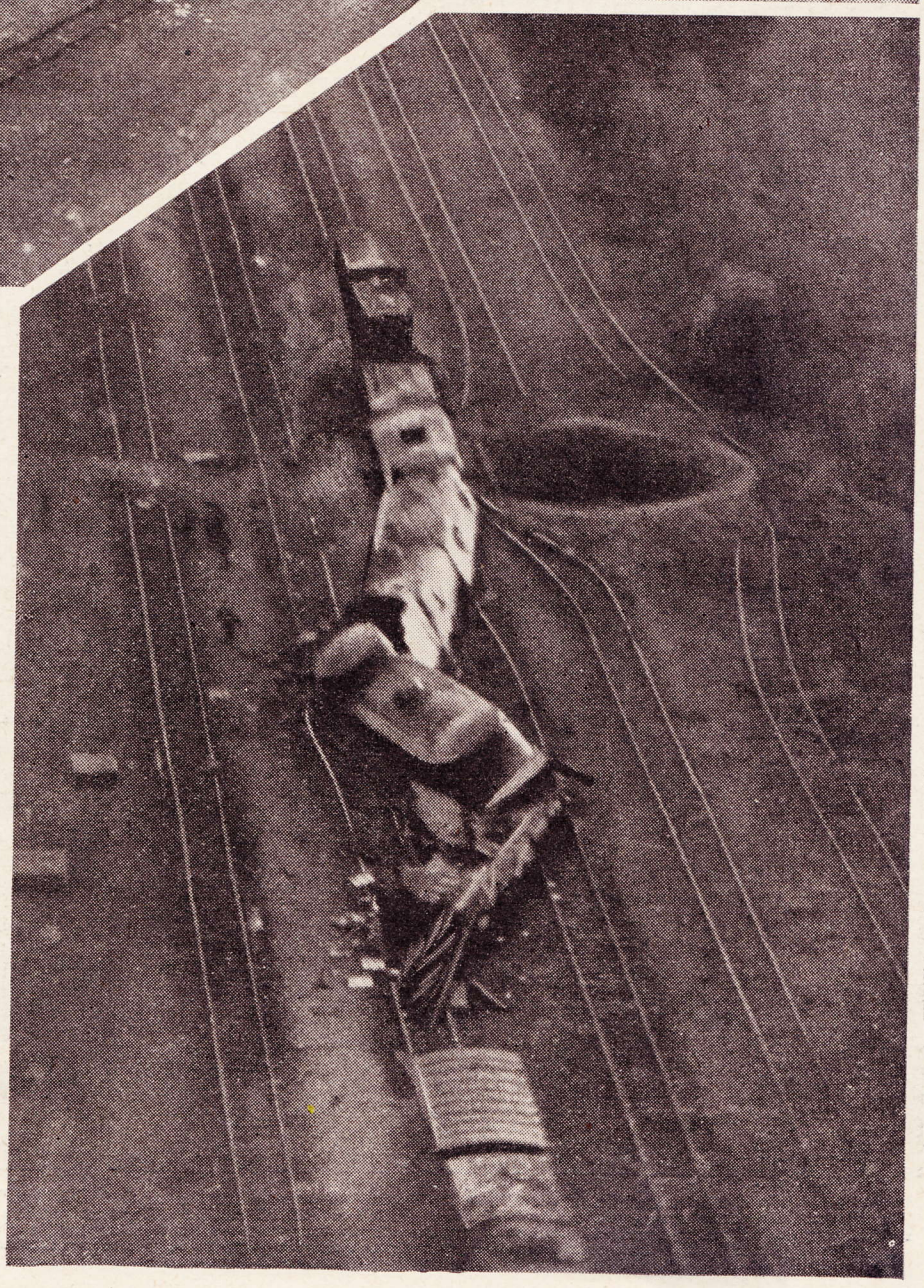
Photos, Associated Press

of the waterworks, the electric plant and other public utility services, the military authorities have decided that these disasters, coupled with the lack of ammunition and the impossibility of obtaining early assistance from the Allies, make it futile to defend the city further, involving as it would the risk of pestilential diseases as well as the entire destruction of the city, the heroic defence of which will certainly pass into history. An armistice has, therefore, been agreed upon since noon, and the conditions for the capitulation are now being discussed. The most honourable terms are being demanded by the Warsaw military authorities."

For some days past conditions in the capital had been indescribably terrible. Refugees who arrived in Hungary stated that so many people had been killed in the city streets that the task of removing the corpses had been abandoned. The supplies of food and water had given out. All the principal churches and public buildings were in ruins. Nine hospitals filled with wounded were reported to have been destroyed. The smoke and dust with which the streets were filled made breathing almost impossible.

High-Explosive Bombs Do Their Fell Work





These two remarkable photographs show a Polish goods train that has been attacked from the air by Nazi bombers. High-explosive bombs weighing 520 lb. were used and the two huge craters and the twisted rails testify to their power. It was in this way that the Nazis attacked trains carrying Polish refugee women and children away from the battle zone.

Photos, Mondiale

Reports from Budapest on September 28 stated that more than 3,000 persons, most of them women and children, had been killed in the previous twenty-four hours, and 500 fires were in progress.

In one of the last communiqués issued by the Warsaw Defence Command it was announced that fire had destroyed the food centres, and the lack of food was being cruelly felt. The number of wounded was then 16,000 soldiers and 20,000 civilians, but it was impossible to establish the exact number of dead and wounded owing to the bombardment and complete destruction of several of the hospitals. "On a number of occasions," the communiqué went on, "the wounded have had to be moved from one place to another. The conditions of hygiene are worsening daily and there is an imminent threat of epidemics."

Nevertheless, "in spite of so many misfortunes, the moral strength of the population remains unshakable. The soldiers defending the capital remain doggedly at their posts. They have shown themselves superior to the enemy wherever they have not been crushed by the superiority of technical means of fighting."

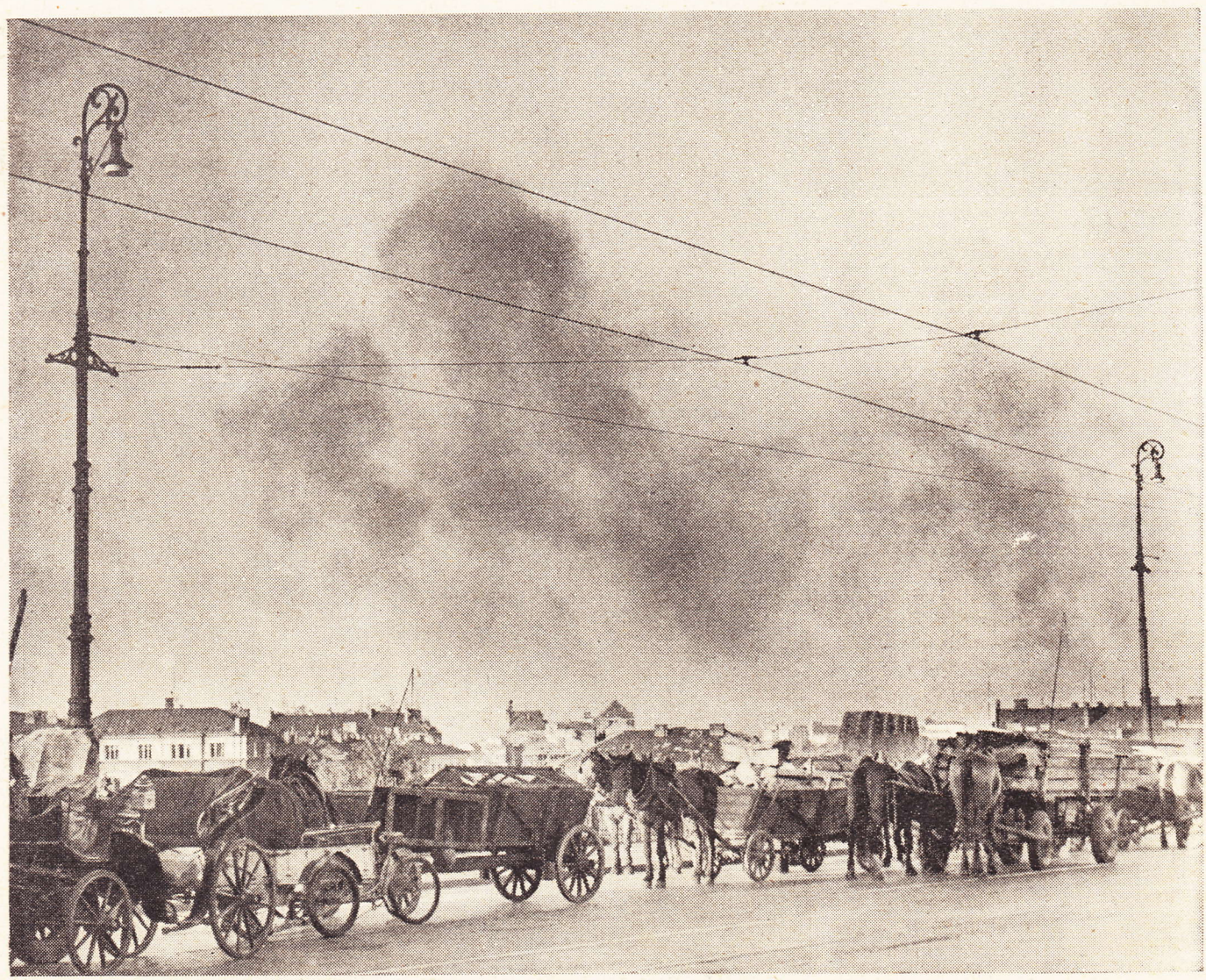
Following the announcement of the armistice from the Warsaw garrison, the German wireless stated that the city had capitulated unconditionally and would be handed over on September 29. It was not until Sunday, October 1, however, that the first representatives of the German army occupied the suburb of Praga.

In the next few days they extended their hold on the city and disarmed the Polish garrison of some 120,000 men. They were received with a death-like calm, and there was no sound save the tramp of the soldiers' feet as they quitted the city which they had defended so long and with such gallantry. The conquerors had posted armoured cars and tanks at the most important points, but they were not needed. Even they had to admit that the Poles in their hour of defeat conducted themselves like brave men, and, having laid down their arms, marched out to the prison-camps without a sign of battle weariness or demoralization, but with quick and steady step, led by their own officers in unbroken order.

As soon as they had left, scavengers and demolition squads worked furiously to clear away the ruins in readiness for the Fuehrer's triumphal entry.

A few hours before Warsaw surrendered Modlin had agreed to capitulate; and on October 1 the gallant little garrison of Hela—4,000 men under Rear-Admiral von Unruh, described by the German official news agency as the last bastion of Polish defence—also laid down its arms. It had held out against attack from sea, land, and air for thirty days.

Organized Polish resistance had come to an end. But the fight had not, surely, been in vain. "I confidently hope," said the Mayor of Warsaw, M. Starzynsky, in reply to a radio message from the Mayor of Verdun—that French city which during the Great War withstood for so long the whole might of the German military machine—"that the defence of Warsaw has played a useful part in this inhuman war forced upon the peoples of Europe by the German spirit of domination and barbarism."



On October 1 the last Polish stronghold fell to the Nazis. It was on the Peninsula of Hel or Hela, the lighthouse of which is seen top left. The remarkable photo above was taken in Warsaw during a Nazi air raid, and the smoke from the fires caused by incendiary bombs can be seen rising in the background. Close to the left-hand lamp standard a smoke ring which such bombs always make is visible. The horses have been unharnessed, and some of them reversed in the shafts of the carts as a precaution against bolting.

Photos, E.N.A. and Planet News

How Russia and Germany Shared the Spoil

Following upon Poland's military collapse, Nazi Germany and Soviet Russia proceeded to divide the conquered land. Below we give an analysis of the results of this Fourth Partition of Poland which, like its infamous predecessors, paid not the slightest attention to the wishes of the people.

TWICE in one week was Poland partitioned. According to the German-Soviet communiqué issued on September 22, six days after the Soviet invasion of Poland began, the line of demarcation between Germany and Russia was to follow the rivers Pissa, Narew, Vistula, and San. It transpired, however, that this line was provisional, and what was announced as the final frontier between the two States was given in an official Soviet communiqué issued on September 29. Beginning at the southernmost corner of Lithuania, the line runs in a generally westerly direction along the East Prussian frontier to the river Pissa, and then south along the river Narew to Ostroleka, from where it bears to the east along the river Bug to Brest-Litovsk. Following the river south to Chrystynopol, it there turns west just north of Przemysl to the river San, and thence up to the San's source in the Carpathians on the Ruthenian frontier.

By this "final partition" of Poland the Vistula becomes a completely German river, and Warsaw, too, which by the partition of a few days before was to be divided between the two States, now becomes entirely German. With regard to the population, it may be noted that in the territory annexed by Germany there are approximately 18,000,000 Poles, 2,250,000 Jews, and 750,000 Germans and others, whereas the territory annexed by Russia has only 5,000,000 Poles and 1,000,000 Jews (representing what may be called the alien element) and 6,000,000 Ukrainians and 2,000,000 White Russians and Lithuanians—peoples who are claimed by the Russians as "blood brothers."

As mentioned above, Warsaw becomes German. Of the other great cities Germany also receives Gdynia, largest port on the Baltic and the pride of post-war Poland; Lodz, sometimes called the Manchester of Poland, famous for the manufacture of chemicals, beer, machinery, silk and textiles; Cracow, the centre of Polish culture and also a manufacturing city; Katowice, the chief town of the Silesian coalfields, with many iron works, foundries, and machine-shops; Lublin, where there are big armament works; and Poznan, in the heart of the great agricultural region of Western Poland.

For her part Soviet Russia receives Brest-Litovsk, an important centre of communications; Lwow, famous for its manufacture of machinery and ironware; Bialystok, which may be called the Bradford of Poland; Przemysl, chief town of a petroleum producing area; and Wilno, a grain and timber exporting centre. While Germany obtains all the coalmines and the heavy industrial area Russia has managed to secure nearly all the oilfields in Galicia. The main metallurgical and armament-producing centres—Warsaw, Lodz, Bydgoszcz (Bromberg), Poznan, Sandomierz and Radom—go to Germany, and so do two of the three main textile-producing centres—Lodz and Piotrkow. The third, Bialystok, is allocated to Russia.

Germany's Poor Bargain

These results, however satisfactory they may appear to the men in charge of the German military machine—and even they must have looked glum when they were obliged to withdraw their troops from the territory about Lwow which they had conquered in order that it might be occupied by the Soviet army—can hardly seem so pleasing to the German industrialists or to the underfed and overworked populace of the Reich. Germany, the greatest industrialized nation of the Continent, has now appropriated further highly industrialized areas whose factories and workshops, now that the export markets are closed by the British blockade, must inevitably compete with those established in the Reich.

What Germany wants is food and raw materials. The newly acquired agricultural districts in west Poland can hardly produce more food than is required to feed the native population, and it is Russia that has seized those raw materials of which she has already enough, and Nazi Germany far less than enough.

Moreover, for years past the German public has been educated to believe that the *Drang nach Sued-Osten* would result in the inclusion within the Reich's frontiers of the vast cornlands of the Ukraine and the rich oilfields of Galicia. Now, however, the way to both oil and corn is barred by a frowning frontier of Soviet tanks and bayonets, for the whole of the former Polish frontier with Rumania and Ruthenia is now Russian.

The result of the partition of Poland seems to show that Stalin held all the trump cards.

On this map of Poland are shown the boundaries of 1914; the Curzon Line of 1919; the boundaries of the Republic as it existed on the outbreak of war in 1939; and the line of demarcation agreed upon by the Nazi and Soviet invaders on September 29 of that year. The map also shows the distribution of peoples.

Aerial Battles in the West

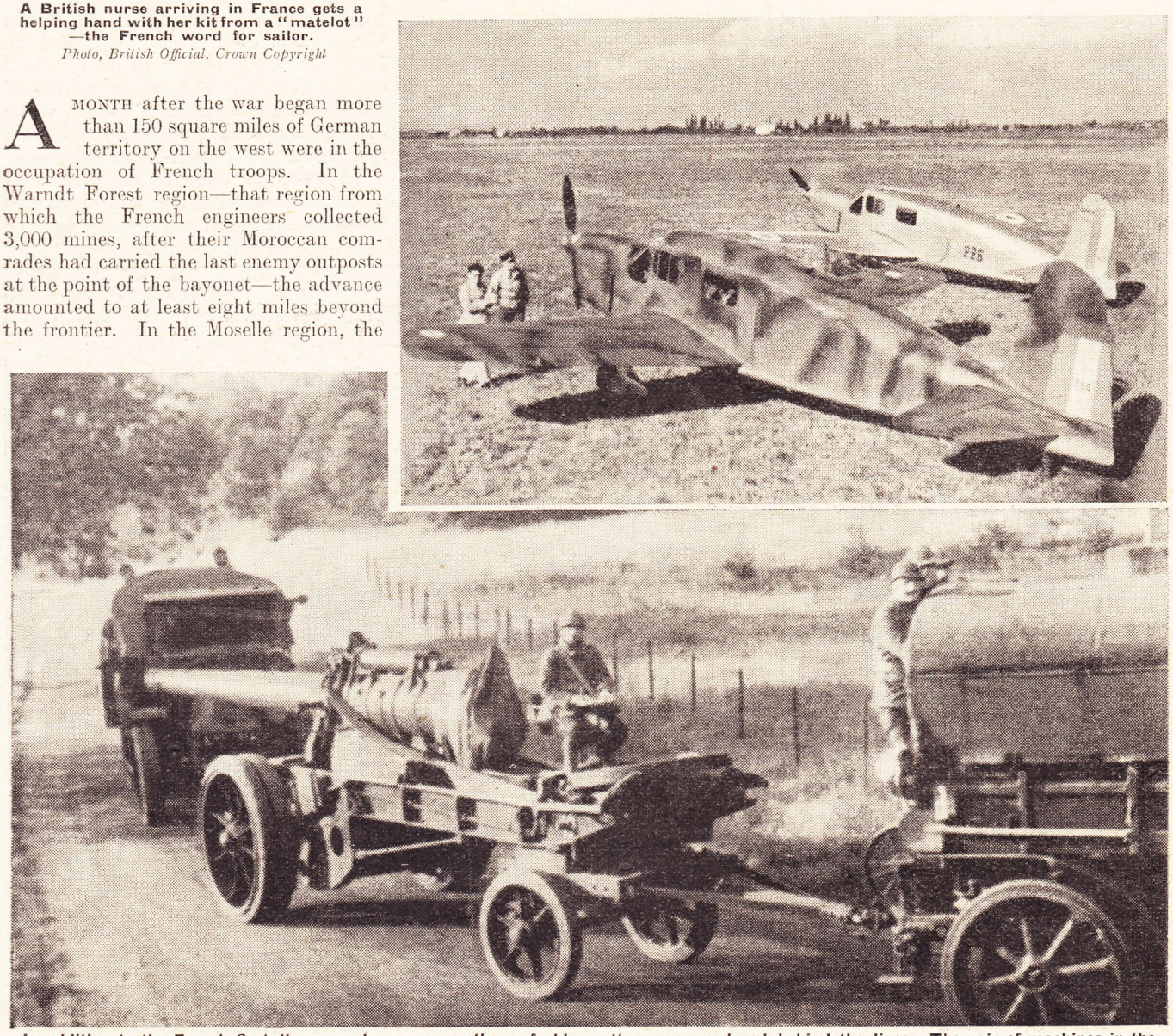
Bearing in mind the fact that on the West the war is being carried on by armies occupying great fortified systems, the gains made by the French in the first month of hostilities are encouraging, to say no more. Particularly in the air was the Allied supremacy increasingly made manifest.

A British nurse arriving in France gets a helping hand with her kit from a "matelot" —the French word for sailor.
Photo, British Official, Crown Copyright

A MONTH after the war began more than 150 square miles of German territory on the west were in the occupation of French troops. In the Warndt Forest region—that region from which the French engineers collected 3,000 mines, after their Moroccan comrades had carried the last enemy outposts at the point of the bayonet—the advance amounted to at least eight miles beyond the frontier. In the Moselle region, the Nied valley and in the Hornbach and Hardt mountains, the advance was in the neighbourhood of two miles; while in the Lauter valley and south of Saarbruecken before the heights of Spicheren, the gains recorded were between 500 yards to a mile. Some fifty villages on German soil were now in French hands.

Along the whole Rhine–Moselle front the Germans were pushed back until the Maginot Line in that region was no longer within range of most of the enemy guns. Thus, although there were no spectacular advances, such as from time to time broke the monotony of trench warfare in the last war, the French made gains of the most solid and valuable description. As their High Command had promised at the very opening of hostilities, all the fighting had been on the German side of the frontier.

Saarbruecken was still, nominally at least, in German hands, though its population had been long evacuated, and, as one French military commentator said: "It was ready to fall like a ripe fruit which the tree cannot hold." Surrounded on three sides, it was dominated by the French guns; indeed, the French batteries now so commanded the Saar mining region that the German Command ordered complete evacuation of the civilian



In addition to the French first line aeroplanes many others of older pattern are employed behind the lines. The pair of machines in the upper photograph are some of those used for liaison work between the various aerodromes in Northern France. In the lower photograph, taken with the French army, a tractor is drawing a heavy gun into position.
Photos, Planet News

The Possible Aces of Tomorrow's Air War

The pilots in this group, studying their route before taking off, include representatives of the Dominions. From the very first days of war the Empire has made a brave show in the ranks of those writing new and glorious pages in the history of our Air Force. The men seen above are on an advanced training course with twin-engined aircraft, and they provide reinforcement pilots for squadrons already in the battle line.

Photo, Planet News

Making Themselves at Home on the Western Front

The football season in France opened soon after the first troops of the British Expeditionary Force crossed the Channel. In this photograph a match is in progress behind the lines. In the map on the left the French advances into German territory on the Saar are shown in black. The Maginot and Siegfried lines are shaded.

Photo, British Official, Crown Copyright. Map by courtesy of "News Chronicle"

population. The coal-mines, so valuable to Germany in peacetime, and still more valuable in time of war, were rendered unworkable. If the attack were not pushed home at Saarbruecken it was probably because the French anticipated a counter-attack on a large scale, and preferred to await it in the positions which they had carefully prepared.

All through these operations the French conserved their man power to the utmost, keeping casualties down to the minimum, while the Germans for their part lost heavily in counter-attacks which were invariably dissipated by the deadly fire of the French guns.

In the air there was marked activity. Day after day French and British aeroplanes flew over the German defences, and from a low altitude took photographs of the Siegfried Line—photographs which were invaluable to the artillery. Almost every day the communiqués, both French and German, contained reports of air fighting. The fighting spirit of the Allied airmen was proved to be of the very highest quality, and it was soon demonstrated that in the matter of 'planes, too, the Allies need fear no comparison with the much-vaunted German Messerschmitts.

From time to time descriptions of air battles over the German line were allowed to appear in the French press. In one of these battles two French observation 'planes were sent out with an escort of nine fighters. They were above the Siegfried Line when fifteen German fighters suddenly dived out of the sky on the French formation. A furious dog-fight ensued, in the course of which seven of the German 'planes were brought down as compared with only three lost by the French. The report concluded with the statement that both the observation 'planes returned to the base bearing the results of their reconnaissance.

Meanwhile, the British Expeditionary Force was steadily crossing the Channel into France. The roads to the east were crowded with marching troops and with great convoys of tanks, armoured cars, transport wagons, field kitchens and the like. The British troops had not as yet been in action, but their presence on French soil was an immense encouragement to the French Government and people. It was generally understood that the B.E.F. was being held in readiness behind the line to meet any such move as a German advance through Belgium.

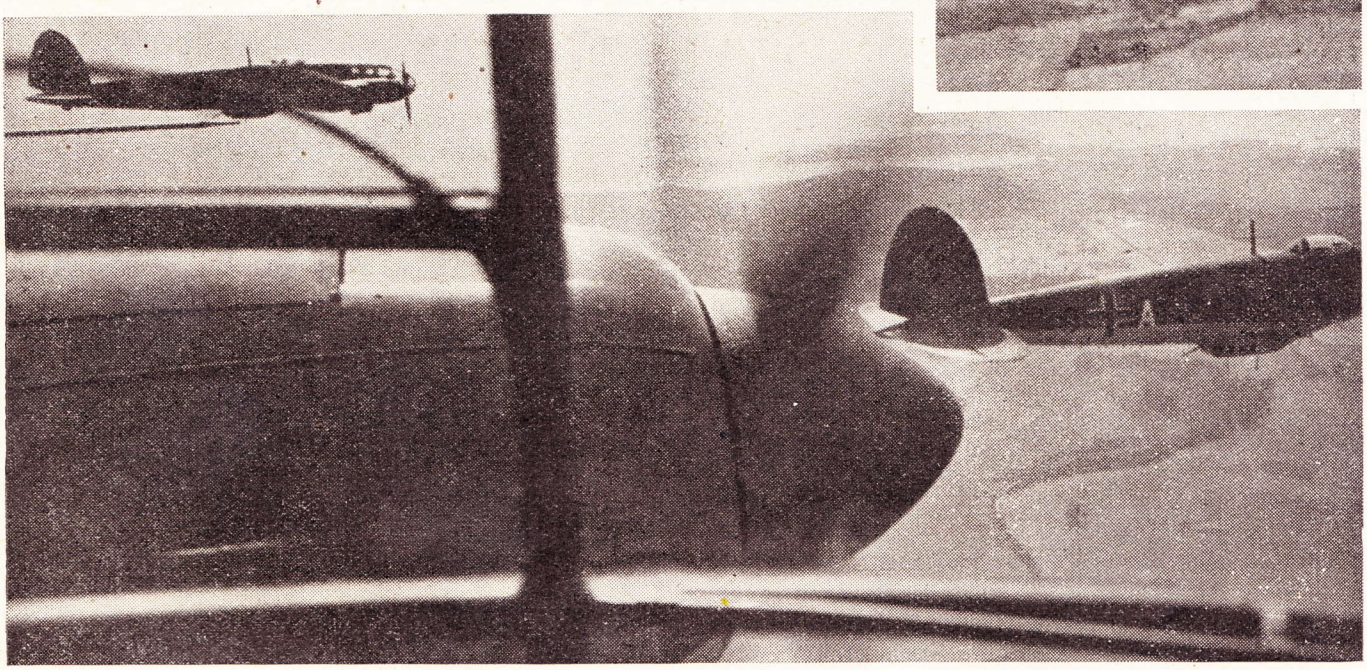
German Air Weapon at Work East and West

The violent end of one of Germany's much-vaunted Messerschmitt fighters, shot down by French anti-aircraft fire on the Western Front.

R.A.F. Official Photograph: Crown Copyright Reserved

A German flying officer in his warplane poring over the map before plotting his course.

THE German Luftwaffe—literally "air weapon"—has been built up by Field-Marshal Goering and General Milch into a formidable force both in size and quality. Germany was forbidden to possess any air force under the provisions of the Versailles Treaty (1919), and for many years she concentrated on commercial flying and gliding. With the advent to power of the Nazis, however, a fighting force was established, at first in secret; its existence was officially admitted by Goering in March, 1934. Development since then has been rapid.



Immediately above is a photograph taken from one of a formation of German Heinkel twin-engined bombers, actually en route for its objective—military or otherwise—in Poland. This type of bomber has, it will be noted, a defensive gun position below the fuselage, with two machine-guns covering a wide field of fire. Above, right, is a Henschel dive-bomber—another standard type—dropping practice bombs. The usual method is for the latter to be released as the aeroplane pulls out of its dive.

Photo, Mondiale

Uneasy Neighbours of the Soviet Power:

On Frontiers From Baltic to Black Sea

into being following the Munich Settlement, these little Baltic lands assumed a fresh importance owing to their situation between Nazi Germany and Soviet Russia. In the summer of 1939 the negotiations between Britain and France on the one hand and Russia on the other encountered a formidable stumbling block in Russia's demand that the other powers should guarantee the independence of Estonia, Latvia and Lithuania in return for Russia's guarantee of Poland and Rumania. In the event it was Germany that made the pact with Russia.

Following the sinking of a Soviet steamer by an unknown submarine off the Estonian coast, Russia showed what is traditionally known as the strong hand. M. Karl Selter, the Estonian Foreign Minister, proceeded to Moscow, ostensibly to negotiate a new trade treaty. When the result of the deliberations was announced, however, it was found that not only had a new trade agreement been signed, but a pact of mutual assistance as well. According to this pact the two contracting parties, Estonia and Russia, undertook to render each other every assistance, including military assistance, in the event of direct aggression or the menace of aggression arising on the part of any great European power, whether made by way of the Baltic or across the territory of Latvia. Furthermore, the Soviet undertook to render to the Estonian army assistance in armaments.

Still more important, the Estonian Republic assured the Soviet Union of the right to maintain naval bases and to lease aerodromes at reasonable prices on the Estonian islands of Dagö and Ösel. In effect, as a result of the pact, Estonia became a protectorate of Russia. Moreover, Russia now obtained ice-free ports on the west, and thus was enabled to challenge the Nazi conception of the Baltic as a German lake.

In a few days the Foreign Ministers of Latvia and Lithuania arrived in Moscow on a mission similar to that of their Estonian confrère.

Turning now to Rumania, here again there was widespread concern at the extraordinary revival of Russia's power in Europe. Rumania, like the Baltic States, had profited by the collapse of Tsarism; indeed, for her seizure of Bessarabia in 1917 there was no such justification as could be claimed by those who in the north seceded from Russia and erected the Baltic republics. Reports from Rumania showed that large numbers of troops were being moved to the Bessarabian frontiers, and although it was claimed officially that the relations between the countries were cordial, correspondents on the spot declared that there was no communication between the two banks of the Dniester.

For more than a thousand miles the U.S.S.R. (Union of Socialist Soviet Republics) faces the state system of eastern Europe. Following the four Baltic republics—Finland, Estonia, Latvia and Lithuania—comes East Prussia. Next is what, until its partition between Germany and Russia in 1939, was the independent republic of Poland. Adjoining Poland is Slovakia, now a German protectorate; Ruthenia, part of Hungary; and Rumania. Beyond Rumania proper lies Bessarabia which was seized by Rumania in 1917, and south are the other Black Sea countries of Bulgaria and Turkey on both sides of the Bosporus.

Methods that Will Beat U-Boats

No experience gained in the last war proved more valuable in 1939 than the adaptation of the convoy system to modern conditions. Within five weeks it had played a great part in defeating unrestricted submarine warfare.

The newest Cunard Liner, "Mauretania," now mounts three anti-aircraft guns, one of which is on the stern.
Photo, Planet News

A GREAT part in winning the last war was played by the men of the Mercantile Marine, as it was then called, and it is already obvious that the sons and grandsons of the gallant British seamen and fishermen of 1914–18 can show equal gallantry, equal fearlessness and equal devotion to duty.

The men of 1914–18 had a signal recognition of their services when in 1928 King George V created the new office of Master of the Merchant Marine and Fisheries and appointed the Prince of Wales to be its first Master.

The men of the Merchant Navy and Fisheries went through a severe testing time at the outbreak of the new war. Over 2,000 British ships were then at sea, ranging from trawlers to ocean liners, and none had any defence against U-boats. The Nazis had made full preparations for taking the utmost advantage of this situation. They had placed big submarines along the main routes of sea traffic, while smaller U-boats in waters nearer home were ready to pounce upon anything from a trawler to an ocean liner.

No Seamen Refused

In these circumstances it was not surprising that the toll of merchant shipping was heavy: 65,000 tons were sunk in the first week, but the tonnage sunk decreased rapidly to 9,000 tons in the fourth week and nil in the fifth. Yet during the first few weeks, when the losses were at their heaviest, no British seamen refused to sail without escort. In ships great and small these worthy descendants of the great British sailors of the past took their lives in their hands, realizing that on them no less than on the men of the Royal Navy the safety of the country and final victory depended.

It is gratifying to know that they had not to run these fearful risks for long. The last war had fully proved that the best means of dealing with the submarine menace was the convoy system, and immediate steps were taken to bring it into operation again.

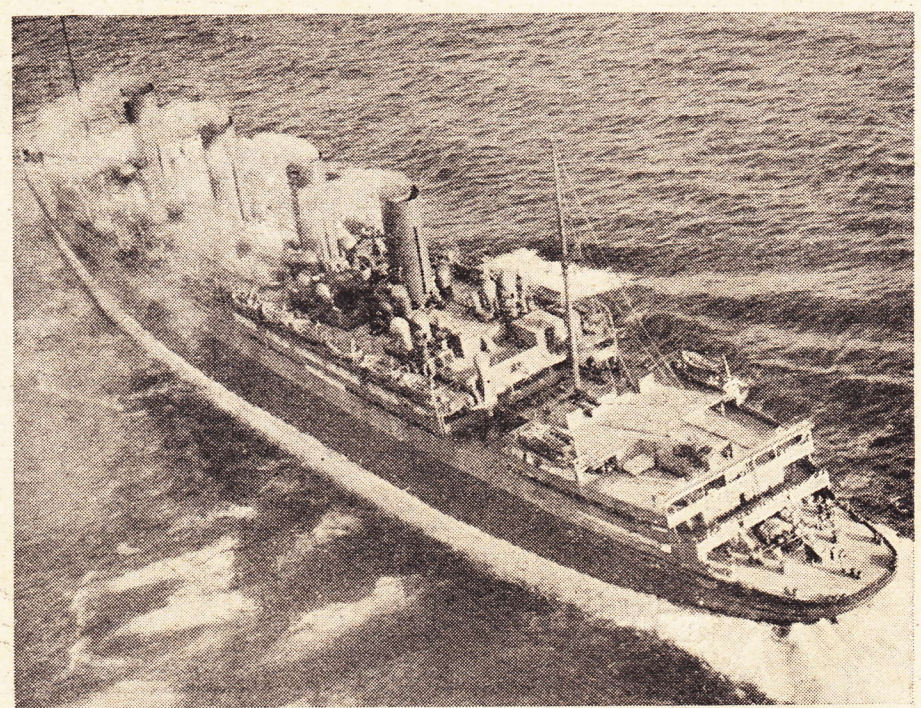
The essence of this system is that merchant ships both inward and outward bound should assemble at some port outside the danger zone, and that from that point they should be escorted by warships —light cruisers and destroyers—to their destination. There may perhaps be 40 or 50 merchant ships in a convoy, marshalled in columns with the protective screen of warships around them. One of the difficulties of the convoy system is that the speed of the whole fleet of ships can be no greater than that of the slowest, and the difference in speed between the fastest and the slowest may be very considerable. It is essential, if the convoy is to be effective and if the fewest possible number of warships is to be employed to protect it, that all the merchant ships should keep station, that is, follow one another in exact lines, keeping an equal distance apart.

When the system was first introduced in 1917 it was feared that merchant seamen, being unused to such manœuvres, might not be able to "keep station" with absolute accuracy. To the surprise and admiration of the Royal Navy this fear proved groundless. The skippers of the Merchant Navy, handling ships of widely varying size, speed and design, kept station with an accuracy which was beyond criticism. That example of the fine seamanship of the Merchant Navy is again proving of incalculable value in fighting the submarine menace.

The fishermen no less than the officers and men of the Merchant Navy deserve their tribute, but those who are still employed in trawling, while they make an invaluable contribution to Britain's food supplies, have had to face unexpected dangers, for on September 26 Mr. Winston Churchill explained in the House of Commons that, failing in their object of seriously interfering with British shipping, the U-boats had turned their attention to neutral shipping and the "humble British trawlers." The "humble trawlers" have gone to sea just the same.

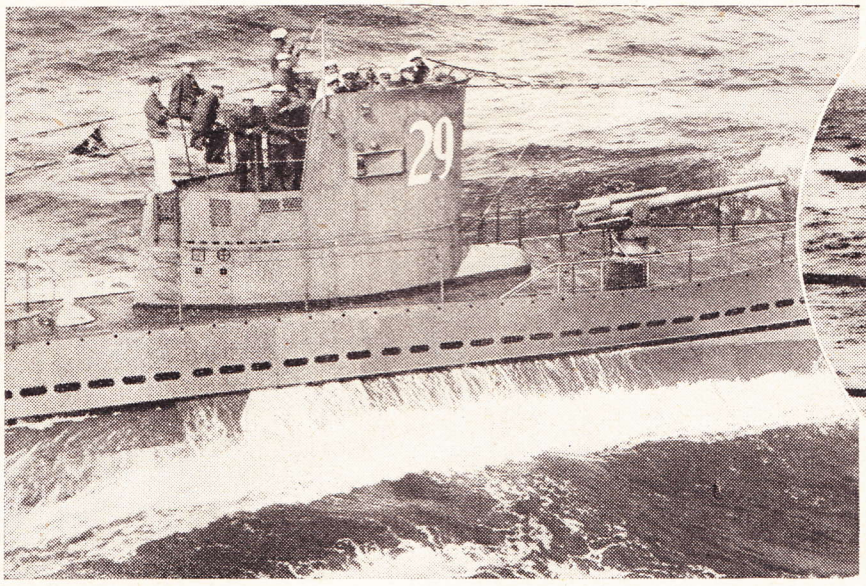
Contraband of War

The day-to-day work of the Navy is not only concerned with the protection of the convoys and the hunting of the U-boat, but also with the control of neutral shipping. By International Law every enemy ship and its cargo is a legitimate prize. That does not, however, apply to neutral ships. It is the right of a belligerent power to stop and examine every neutral ship to ensure that it is not carrying to enemy ports contraband of war. Under that term are included as definitely contraband all articles or commodities the use of which is obviously for warlike purposes. It is the duty of the ships of the Royal Navy to examine all neutral ships, which may sometimes necessitate their being taken into British ports for examination.



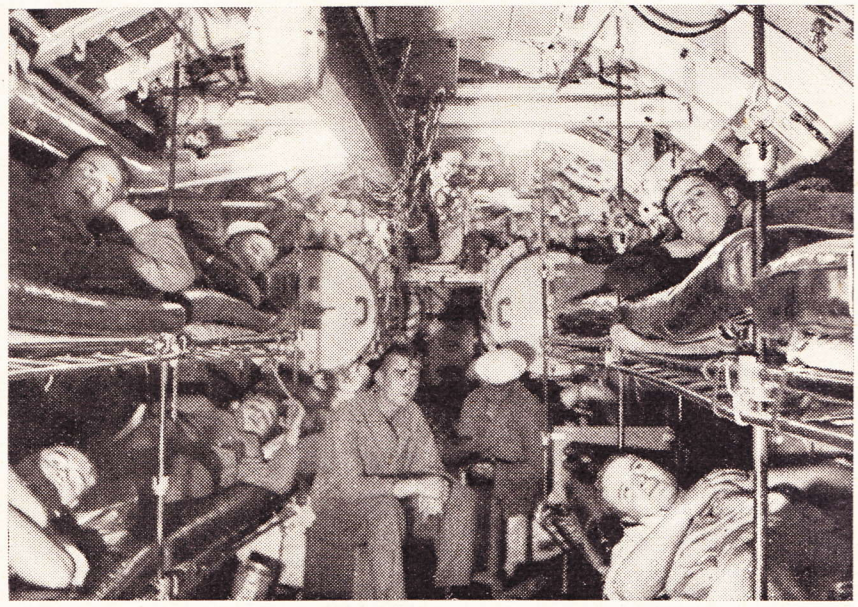
The possibility that U-boats might have found bases in South America and operate off the North American coast had to be guarded against. In this photograph the Cunard liner "Aquitania," seen from the air with guns mounted aft, is steering a zigzag course as a precaution, though she is within 50 miles of New York.
Photo, Associated Press

For H.M. Navy's 'Constant Care'

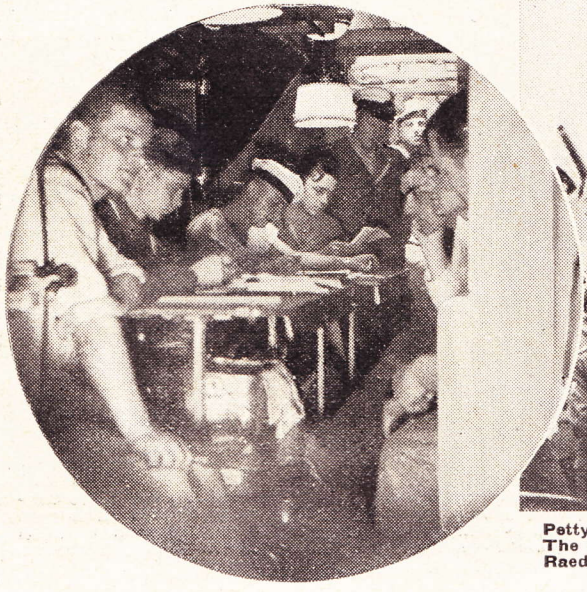


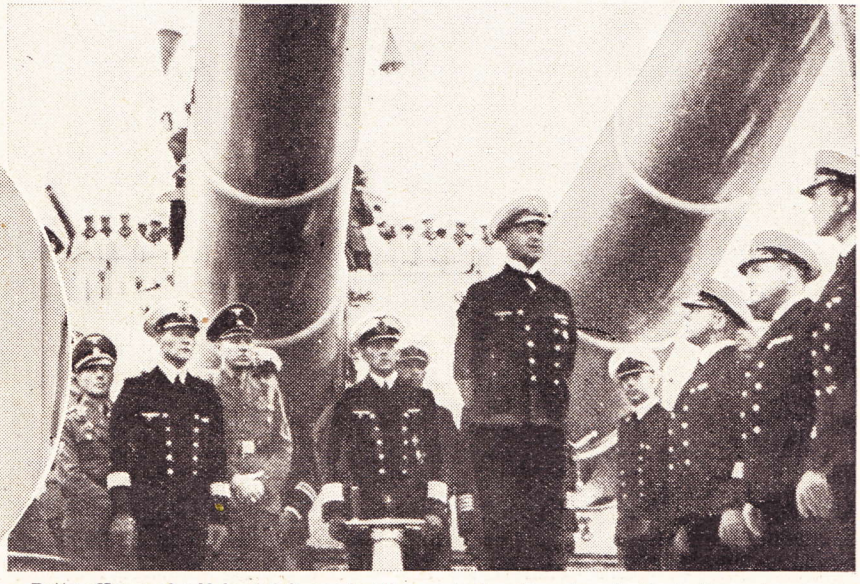
Left, the crew of a U-boat on the conning tower. Above, is a U-boat photographed from the deck of an American ship she had held up.

IN his vivid broadcast on "The First Month of the War" Mr. Winston Churchill declared that "the U-boats may be safely left to the care and constant attention of the British Navy." Prisoners taken from German submarines have testified to the terrible effects of depth charges dropped from destroyers, for even when they do not make a direct hit the explosion wrecks important mechanism and compels the boat to rise to the surface. But it is not only the Royal Navy that the crews of U-boats have to fear, for they have internal enemies as well. It has been revealed that one member of each crew, unknown to the others, is a Gestapo man, whose duty it is to spy on his shipmates and to denounce to the authorities on returning to port any one of them who has spoken an indiscreet word about the Nazi regime. The Nazis no doubt remember that in 1918 the first signs of serious disaffection in Germany's armed forces appeared in her navy.



The torpedo rooms of U-boats, centre, right, are used as sleeping quarters. The berths are raised and clamped to the walls in action.

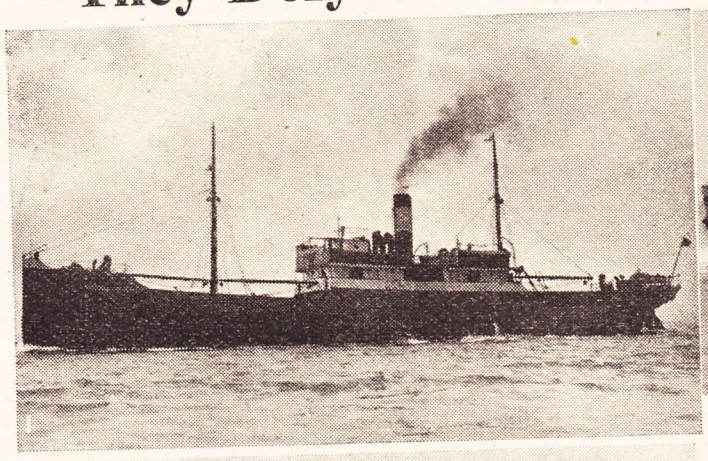


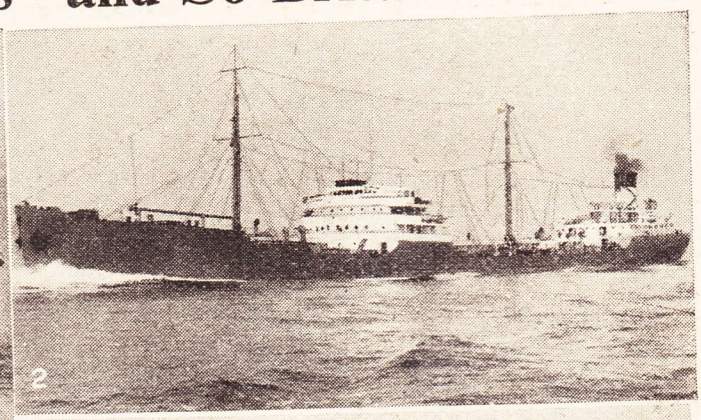


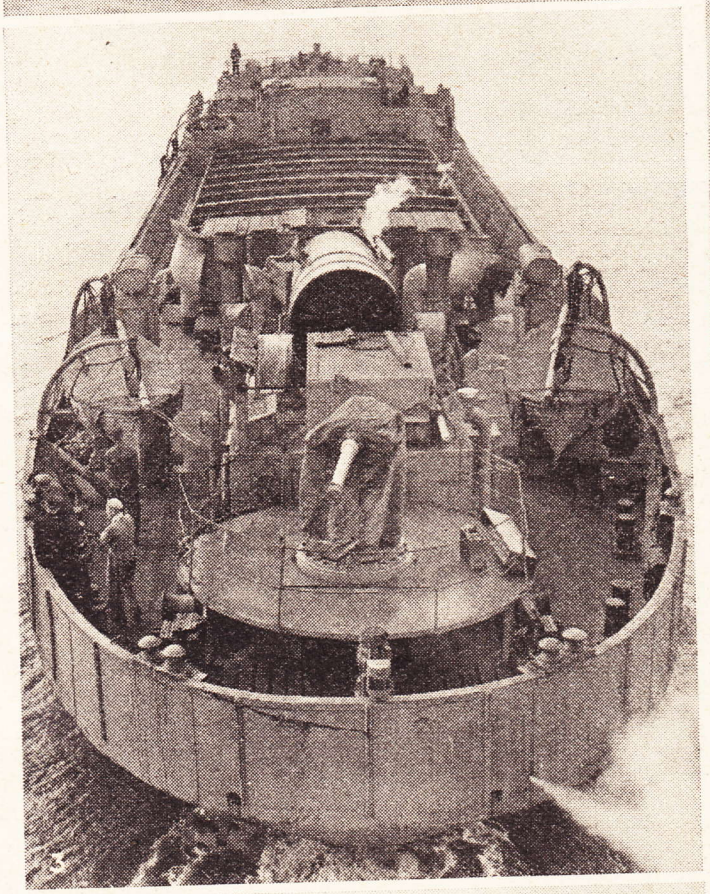
Petty officers of a U-boat, left, are holding an instruction class in the battery chamber. The submarine is propelled electrically when submerged. Above, Grand Admiral Raeder, commanding the German Navy, is addressing U-boat crews in Kiel harbour.

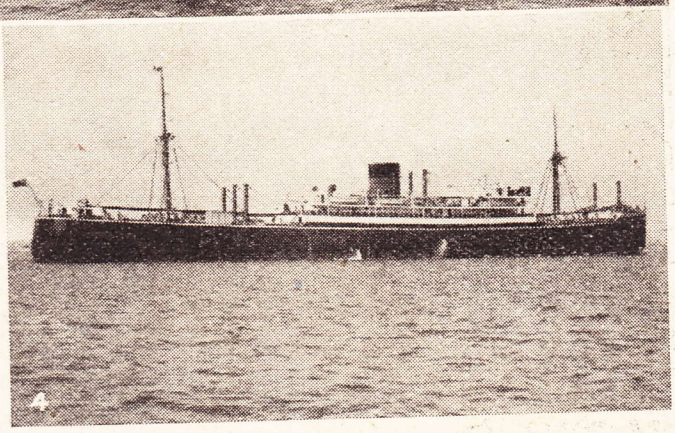
Photos, Mondiale, Keystone and Central Press

They Defy the U-Boats—and So Britain Lives



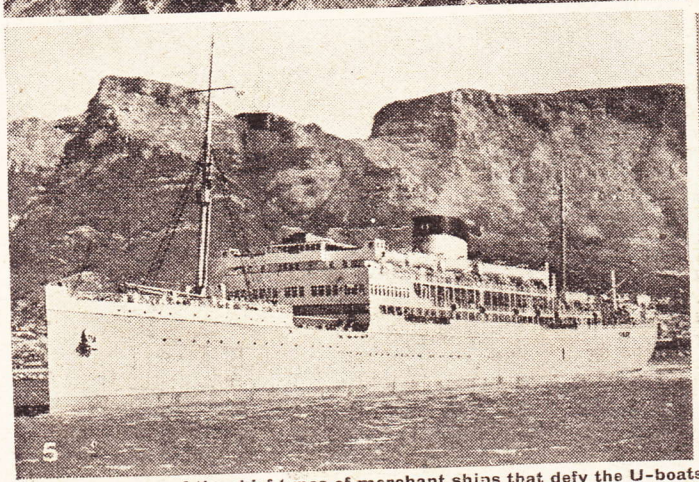


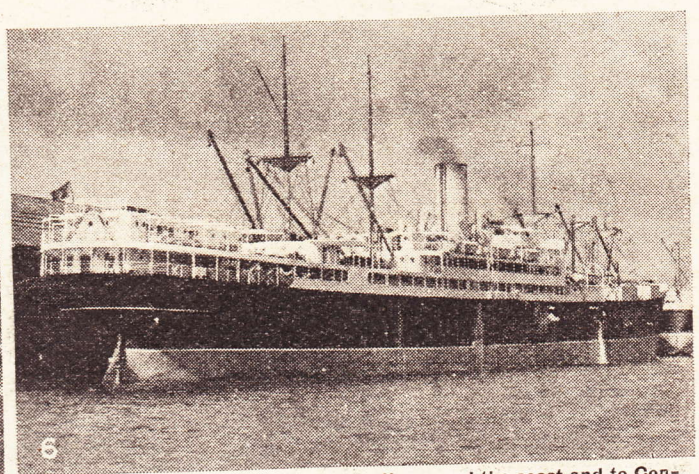




At the beginning of the war the King sent the following message to the British Merchant Navy and British Fishing Fleets:

"In these anxious days, I would like to express to all officers and men in the British Merchant Navy and the British Fishing Fleets my confidence in their unflinching determination to play their vital part in defence. To each one I would say, Yours is a task no less essential to my people's existence than that allotted to the Navy, Army and Air Force. Upon you the nation depends for much of its foodstuffs and raw materials and for the transport of its troops overseas. You have a long and glorious history, and I am proud to bear the title Master of the Merchant Navy and Fishing Fleets. I know that you will carry out your duties with resolution and with fortitude, and that the high, chivalrous traditions of your calling are safe in your hands. God keep you and prosper you in your great task."





Here are some of the chief types of merchant ships that defy the U-boats. (1) A small tramp steamer such as plies round the coast and to Continental ports. (2) A tanker which brings home Britain's supplies of oil. (3) A small coasting steamer, whose funnel can be lowered to pass under bridges. She carries a gun aft. (4) A refrigerator ship that carries meat cargoes to Britain from Australia and South America. (5) A "luxury" passenger liner of the Union Castle line. (6) A cargo liner which carries mixed cargoes on regular routes and a few passengers.

Photos, Wide World, Keystone, Alfieri, Nautical Photo Agency, Union Castle Line, and Topical

In Fair Weather and Foul the Search Goes On

Most of the work of tracking and disabling U-boats is done by the destroyers, and day and night the work of searching for the Nazi pirate ships goes on. Here destroyers are patrolling the North Sea in heavy weather. They are by no means comfortable ships in rough seas, for the decks are constantly swept by waves and spray when they are moving at any speed.

Photo, Fox

'Force Will Be Met By Force'—Big Guns Dom

Some very big guns have gone with the British Expeditionary Force to France. Above, one of them is seen while the gun crew were undergoing intensive training for active service. An interesting point about it is the massive rubber tires, which greatly facilitate its movement over heavy roads. German guns also have such tires, but they are made of synthetic rubber, the life of which is very short.

te Nazi Artillery and Batter the Siegfried Line

It was announced on September 20 from Paris that during artillery actions, which had been very heavy, French guns again and again proved themselves superior to the German field artillery of equal calibre, which they outranged. This has proved extremely valuable in counter-battery work, the French artillery having swept with its fire a vast area from which the Germans have been forced to withdraw their guns.

es"

WORDS THAT HISTORY WILL REMEMBER

A Select Record from Week to Week of Important War Declarations and Statements

(*Continued from page 146*)

Thursday, September 21

PRESIDENT ROOSEVELT in an address to Congress appealing for the lifting of the Arms Embargo contained in the Neutrality Statutes:

For many years the primary purpose of our foreign policy has been that this nation and this Government should strive to the utmost to aid in avoiding war among nations, but if and when war unhappily comes the Government and the nation must exert every possible effort to avoid being drawn into the war. . . .

There has been sufficient realism in the United States to see how close to our own shores came the dangerous paths which were being followed on other continents. Last January I told Congress that a war which threatened to envelop the world in flames had been averted, but it has become increasingly clear that peace is not assured. . . . And last January also I spoke to this Congress of the need for further warning of new threats of conquest, military and economic, a challenge to religion, to democracy, and to international good faith. . . . I also said: "We have learned that when we deliberately try to legislate neutrality our neutrality may operate unevenly and unfairly, may actually give aid to an aggressor and deny it to the victim."

The instinct of self-preservation should warn us not to let that happen any more. And it was because of what I foresaw last January from watching the trend of foreign affairs and their probable effect upon us that I recommended to the Congress in July of this year that changes be enacted in our neutrality laws. The essentials for American peace, American peace in this war-torn world, have not changed since last January or last July, and that is why I ask you again to re-examine our own legislation. . . .

The embargo provisions as they exist today prevent the sale to a belligerent by an American factory of any completed implements of war, but they allow the sale of many types of uncompleted implements of war as well as all kinds of general material and supplies. They furthermore allow such products of industry and agriculture to be taken in American flag ships to belligerent nations. There in itself under the present law lies definite danger to our neutrality and our peace. . . .

I seek a greater consistency through the repeal of the embargo provisions and a return to normal law. I seek the re-enactment of the historical and traditional American policy which, except for the disastrous interlude of the embargo and non-intercourse laws more than a century and a quarter ago, has served us well from the very beginning of our constitutional existence.

It has been erroneously said that a return to that policy might bring us nearer to war. I give to you my deep and unalterable conviction based on years of experience as a worker in the field of international peace that by the repeal of the embargo the United States will more probably remain at peace than if the law remains as it stands today. . . .

Sunday, September 24

Translation of a further LEAFLET dropped by the R.A.F. over Germany:

To the German people:

Germans, note that in spite of German blood which has been shed in the Polish war:

1. Your Government's hope of successful lightning war has been destroyed by the British War Cabinet's decision to prepare for a three years' war.
2. The French Army crossed the frontier into Germany on Sept. 6, or four days before German official sources admitted it. In the west, British troops are already standing shoulder to shoulder with their French allies.
3. The British and French Fleets have swept German merchant shipping from the oceans. Therefore your supplies of a whole range of essential war materials, such as petrol, copper, nickel, rubber, cotton, wool and fats, are almost gone.

You can no longer rely, as you did in the last war, upon neutral supplies because your Government cannot pay for them.

4. Night after night the British Air Force has demonstrated its power by flights far into German territory.

Germans, note!

Tuesday, September 26

M. MILAN HARMINC, Slovak Consul in London, in a communication to the Foreign Office:

The whole of Slovakia is occupied by Nazi armed forces. The voice of the Slovak people has been temporarily silenced by the ruthless abrogation of all treaties and agreements.

In the name of Slovakia I solemnly protest against this shameful betrayal, and declare that the aim and ideals of Great Britain and France are identical with those of my sorely tried people.

Mr. WICKHAM STEED in a letter to "The Times":

As the war goes on our own people and the people of France may need an ideal more positive and sustaining than "the destruction of Hitlerism." . . . Today we are not so much allied as united. In this union lies our strength, for Great Britain is now, irrevocably, part of Europe. The "Oslo" neutrals are striving towards closer co-operation if not actual union. Is it "Utopian" to see in these things the beginnings of a movement towards a greater unity in which unlimited national sovereignties will be subordinated to common needs? If not, this war should help to foster the international solidarity in withstanding war and creating peace that may, one day, give the German people a chance to enter, as equals, a union of nations democratically self-governed and banded together not only against lawless violence but for the mutual helpfulness which is peace.

I submit that British policy should aim at these things. To frame and to proclaim such a policy would be the most powerful propaganda.

Thursday, September 28

Declaration of the SOVIET and GERMAN Governments accompanying the Articles of Agreement comprised in the Soviet-German Pact:

The German Government and the Government of the U.S.S.R., by the treaty signed today, having finally settled questions that arose as a result of the dissolution of the Polish State, and having thereby created a firm foundation for a lasting peace in Eastern Europe, in mutual agreement express the opinion that the liquidation of the present war between Germany on the one hand and Great Britain on the other (*sic*) is in the interest of all nations.

Therefore both Governments will direct their common efforts, if necessary in accord with other friendly Powers, in order to attain this aim as early as possible.

If, however, these efforts of both Governments remain futile, it will be established thereby that Great Britain and France bear the responsibility for the continuation of war, and in the event of the continuation of the war the Governments of Germany and the U.S.S.R. will consult each other on the necessary measures.

Saturday, September 30

M. RACZYNSKI, Polish Ambassador, in a Note to the British Government:

I raise in the name of the Polish Government the most formal and most solemn protest against the plot hatched between Berlin and Moscow in disregard of all international obligations and of all principles of morality.

Poland shall never recognize this act of violence, and, fortified by the justice of her case, she shall never cease to struggle until her territories have been liberated from the invaders and her legitimate rights fully re-established.

OUR WAR GAZETTEER

Aachen (Fr. Aix-la-Chapelle). City of Germany, near Belgian and Dutch frontiers; has famous cathedral and town hall; on large coalfield and international rlys.; also a great manufacturing centre; pop. 162,000.

Grodno. Town of N.E. Poland, regarded by Lithuanians as in their country; on r. Niemen and a main rly. junction; pop. 49,700.

Heligoland. German island fortress in North Sea, guards naval bases and entrance to Kiel Canal; 44 miles from mouth of Elbe; taken from Denmark by Britain in 1807, ceded to Germany in 1890; fortifications at one time dismantled according to Versailles Treaty (1919); area only 1/5 sq. m.

Moscow. Capital city of U.S.S.R. (Russia) from 1480 to 1703 and since 1918; on r. Moskva and new national canal system; pop. 4,137,000.

Moselle. River, tributary of Rhine; rises in Vosges Mts., France, flows N. and E. through Lorraine and into Germany; joins Rhine at Coblenz after course of 320 miles.

Potsdam. Town of Prussia, Germany, 16 m. S.W. of Berlin; famous palaces include Sans Souci, built by Frederick the Great; a military centre; pop. 79,000.

Riga. Capital and chief seaport of Latvia; on Baltic at mouth of r. Dvina; pop. 385,000.

Slovakia. German "Protectorate" and central portion of former Czecho-Slovakia; nominally independent, but occupied since March 1939 by German troops; capital Bratislava; area 14,700 sq. m.; pop. 2,450,000.

Ukraine. Republic of S.W. Russia, a member State of U.S.S.R.; great wheat-growing and steel and iron producing area; cap. Kiev; area 166,368 sq. m.; pop. 30,960,000; Ukrainian minorities also in Poland, Hungary, etc.

White Russia (or Byelo-Russia). Soviet republic of W. Russia, also bordering Poland; cap. Minsk; area 48,940 sq. m.; pop. 5,567,000.

Wissembourg. Town of E. France; on German frontier between Maginot and Siegfried Lines; scene of French defeat by Germans in 1870; pop. 5,000.

Dutch and Belgians on the Alert

Between France and Germany lie Belgium, the cockpit of Europe, and Holland. Both countries have received assurances from the Nazi Government that their neutrality will not be challenged, but, none the less, they are taking every precaution.

WITHIN a month of the opening of hostilities Poland lay prostrate beneath the heel of the invader. The German method of making war had proved its success. A vast army of mechanized artillery and transport, supported and very often preceded by hosts of warplanes, had wiped out what had claim to be regarded as by no means the least of Europe's armies. Following the surrender of Warsaw there came a breathing space, when the question on everybody's lips was, "Where will the next blow fall?"

In view of the immense strength of the French fortifications in the west, it was regarded as unlikely, to say the least, that the German High Command would order a frontal attack on the Maginot Line. It was argued that, rather than run the risk of losing several hundreds of thousands of men, the Nazis would be much more likely to launch a war of movement such as they had just completed in Poland. In 1914 the Kaiser's war-lords decided on the violation of Belgian neutrality, and their Nazi successors in 1939 might well repeat the stroke.

True, as recently as August 26 Hitler had repeated to the Belgian Government and to the Dutch his resolve to respect the neutrality of the one country and the other. But, confronted with the choice between certain loss and almost certain victory, one could hardly expect him to hesitate long over the tearing up of but another scrap of paper.

Certainly, the Dutch and the Belgians were alive to the dangers of the situation. Following the report of concentrations of German troops and aeroplanes at Aachen, where the frontiers of Holland, Belgium and Germany meet, the two kingdoms decided upon the partial flooding of their main defence systems.

The Dutch commenced by flooding a small zone near Utrecht which guards the great port of Amsterdam—possibly coveted by the Germans as a submarine or air base against England—and steps were also taken to have the flood-gates ready from the Zuyder Zee across country to the Rhine at Arnhem.

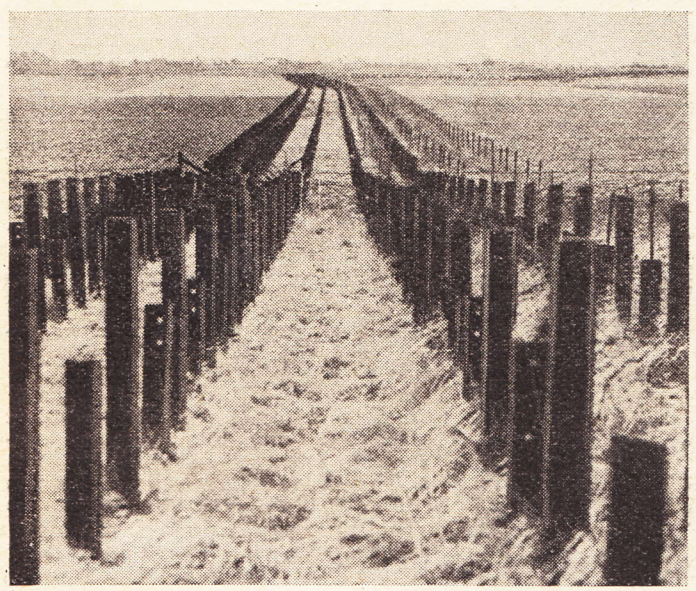
The Belgians for their part flooded the lowlands north of the Albert Canal between Antwerp and Maastricht, evidently fearing an attack through the "Maastricht appendix" of Holland. The whole area between the Meuse and the Dutch and German frontiers could be flooded in an emergency, and in the artificial lakes so formed the great fortresses would stand out like islands.

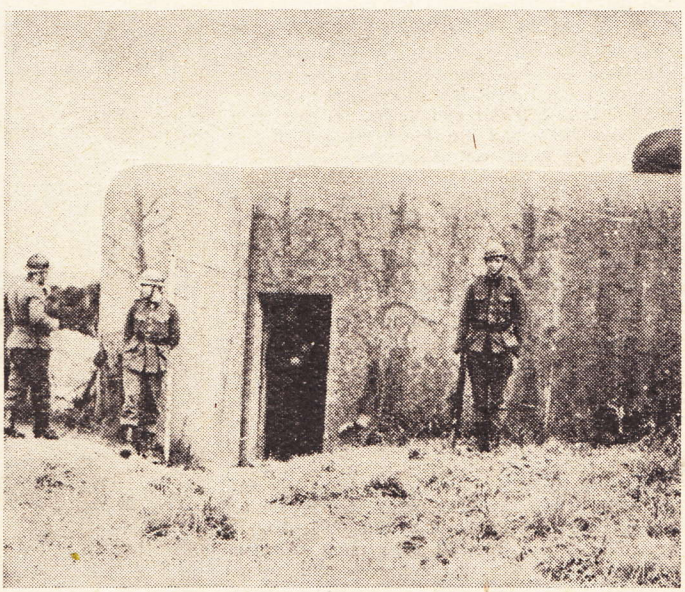
In the last war the Belgians found flooding constituted a most effective defence measure, and in recent years they have perfected a system in which artillery and water are combined to excellent advantage. The flooding of vast areas with sea water involves, of course, the loss of much valuable farmland and of many villages; but, nevertheless, in the Low Countries it is regarded as the cheapest method of achieving national security.

Not that the Belgians and Dutch do not put trust in their armed forces. Both of the little democracies have armies which, though in point of numbers they cannot compare with those of Germany and France, are still formidable.

The Dutch Commander-in-Chief inspects the preparations made to inundate a large area of the country in case of invasion.

In the event, then, of the German High Command resolving to attempt a repetition of the strategy of 1914, their armies would have to overcome the opposition—first, of the fortresses on the Dutch and Belgian frontier; next, of the water defences which have been prepared in the rear of the fortified lines, and which are dotted with forts and strong-points; and thirdly, the resistance of the Belgian and Dutch field armies. Even if all these hurdles were taken in their stride, the invaders would then find themselves confronted by the northern section of the Maginot Line, just within the Franco-Belgian frontier. And if this, too, were carried? Then they would have to meet the shock of Britain's Expeditionary Force.





Belgium has taken steps to increase and strengthen her frontier defences against a possible Nazi violation of her neutrality. Left, long rows of steel railwaylines driven deep in the ground form a serious obstacle for tanks to overcome. Running parallel with them are barbed wire entanglements. Right is a concrete frontier strong-point on the top of which is a machine-gun turret.

Photos Wide World, Sport & General and Keystone

FIRST LORD'S TONIC FOR THE NATION

Reproduced below are the principal passages from Mr. Winston Churchill's eagerly awaited broadcast speech of October 1st—the speech, as one American paper commented, which was worth "batteries of artillery" to the Allied cause.

THE British Empire and the French Republic have been at war with Nazi Germany for a month tonight. We have not yet come at all to the severity of fighting which is to be expected; but three important things have happened.

First, Poland has been again overrun by two of the great Powers which held her in bondage for 150 years, but were unable to conquer the spirit of the Polish nation.

The heroic defence of Warsaw shows that the soul of Poland is indestructible, and that she will rise again like a rock, which may for a spell be submerged by a tidal wave, but which remains a rock.

What is the second event of this first month? It is, of course, the assertion of the power of Russia. Russia has pursued a cold policy of self-interest.

We could have wished that the Russian armies should be standing on their present line as the friends and allies of Poland, instead of as invaders.

But that the Russian armies should stand on this line was clearly necessary for the safety of Russia against the Nazi menace.

When Herr von Ribbentrop was summoned to Moscow last week it was to learn the fact, and to accept the fact, that the Nazi designs upon the Baltic States and upon the Ukraine must come to a dead stop.

Triple Community of Interests

I CANNOT forecast to you the action of Russia. It is a riddle wrapped in mystery inside an enigma; but perhaps there is a key. That key is Russian national interest.

It cannot be in accordance with the interest or safety of Russia that Nazi Germany should plant itself upon the shores of the Black Sea, or that it should overrun the Balkan States and subjugate the Slavonic peoples of south-eastern Europe. That would be contrary to the historic life-interests of Russia.

But in this quarter of the world, the south-east of Europe, these interests of Russia fall into the same channel as the interests of Britain and France. None of these three Powers can afford to see Rumania, Yugoslavia, Bulgaria, and, above all, Turkey, put under the German heel.

Through the fog of confusion and uncertainty we may discern quite plainly the community of interests which exist between England, France and Russia to prevent the Germans carrying the flames of war into the Balkans and Turkey.

Thus—at some risk of being proved wrong by events—I will proclaim tonight my conviction that the second great fact of the first month of the war is that Hitler, and all that Hitler stands for, have been and are being warned off the east and the south-east of Europe.

WHAT is the third event? Here I speak as First Lord of the Admiralty with especial caution. It would seem that the U-boat attack upon the life of the British Isles has not so far proved successful.

It is true that when they sprang out upon us and we were going about our ordinary business, with 2,000 ships in constant movement every day upon the seas, they managed to do some serious damage. But the Royal Navy has immediately attacked the U-boats, and is hunting them night and day. . . .

And it looks tonight very much as if it is the U-boats who are feeling the weather, and not the Royal Navy or the world-wide commerce of Britain. . . . During the first month of the war we have captured by our efficient contraband control 150,000 tons more German merchandise—food, oil, minerals, and other commodities—for our own benefit than we have lost by all the U-boat sinkings put together.

We are told that all the U-boats have gone home to tell their master about their exploits and their experiences. But that is not true, because every day, even on Sundays, we are attacking them upon the approaches to the British Isles. Some undoubtedly have preferred to go off and sink the unprotected neutral ships of Norway and Sweden.

I hope the day will come when the Admiralty will be able to invite ships of all nations to join the British convoys and insure them on their voyages at a reasonable rate.

We must, of course, expect that the U-boat attack upon the sea-borne commerce of the world will be renewed presently on a greater scale. We hope, however, that by the end of October we shall have three times as many hunting-craft at work as we had at the beginning of the war; and I can assure you by the measures we have taken we hope that our means of putting down this pest will grow continually. We are taking great care about that.

Therefore, to sum up the results of the first month, let us say that Poland has been overrun, but will rise again; that Russia has warned Hitler off his Eastern dreams; and that the U-boats may be safely left to the care and constant attention of the British Navy.

Now I wish to speak about what is happening in our own island. When a peaceful democracy is suddenly made to fight for its life, there must be a lot of trouble and hardship in turning over from peace to war.

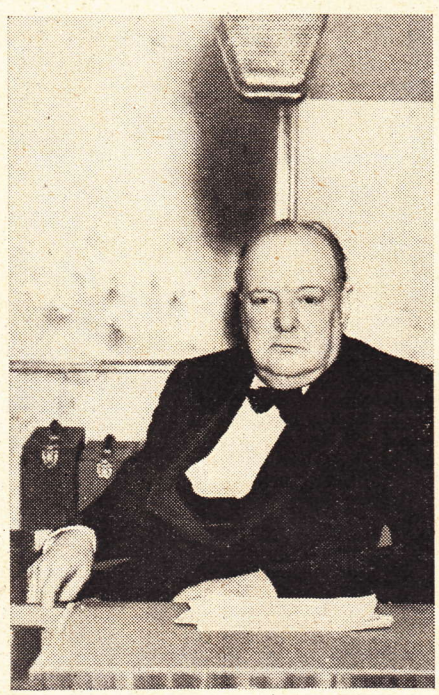
His Majesty's Government is unitedly resolved to make the maximum effort of which the British nation is capable, and to persevere, whatever may happen, until decisive victory is gained.

Meanwhile patriotic men and women, and those who understand the high causes in human fortunes which are at stake, must not only rise above fear, they must also rise above inconvenience and boredom.

Parliament will be kept in session and all grievances or muddles or scandals, if such there are, can be freely ventilated there. In past times the House of Commons has proved itself an instrument of national will-power capable of waging stern wars.

In other fields a large army has already gone to France. British armies upon the scale of the effort of the Great War are in preparation. The British people are determined to stand in the line with the splendid army of the French Republic, and share with them, as fast and as early as we can, whatever may be coming towards us both.

It may be that great ordeals may be coming to us in this island from the air. We shall do our best to give a good account of ourselves, and we must always remember that the command of the seas will enable us to bring the immense resources of Canada and the New World into play as a decisive, ultimate air factor beyond the reach of what we have to give and take over here.



Mr. Winston Churchill is here seen at the microphone making his historic broadcast.
Photo, P.N.A.

Hitler Began It—We End It

DIRECTIONS have been given by the Government to prepare for a war of at least three years. That does not mean that victory may not be gained in a short time. How soon it will be gained depends upon how long Herr Hitler and his group of wicked men, whose hands are stained with blood and soiled with corruption, can keep their grip upon the docile unhappy German people.

It was for Hitler to say when the war would begin, but it is not for him or his successors to say when it will end.

It began when he wanted it, and it will end only when we are convinced that he has had enough

The Prime Minister has stated our war aims in terms which cannot be bettered, and which cannot be too often repeated: "To redeem Europe from the perpetual and recurring fear of German aggression, and enable the peoples of Europe to preserve their independence and their liberties." That is what the British and French nations are fighting for. . . .

Now we have begun: now we are going on; now, with the help of God and all that is meant thereby, and with the conviction that we are the defenders of civilization and freedom, we are going on, and we are going to go on to the end. . . .

HERE I am in the same post as I was twenty-five years ago. Rough times lie ahead, but how different is the scene from that of October, 1914! Then the French front, with its British assistance, seemed to be about to break under the terrible impact of German Imperialism. Then Russia had been laid low at Tannenberg. Then the whole might of the Austro-Hungarian Empire was in battle against us. Then the brave, warlike Turks were about to join our enemies. Then we had to be ready night and day to fight a decisive sea battle with a formidable German Fleet almost in many respects the equal of our own.

We faced those adverse conditions then. We have nothing worse to face tonight. In those days of 1914, also, Italy was neutral, but we did not know the reason for her neutrality then. It was only later on that we learned that, by a secret clause in the original Treaty of Triple Alliance, Italy had expressly reserved to herself the right to stand aside from any war which brought her into conflict with Great Britain.

Much has happened since then, misunderstandings and disputes have arisen, but all the more do we appreciate in England the reasons why this great and friendly nation of Italy, with whom we have never been at war, has not seen fit to enter the struggle.

I do not understand what lies before us, but I must say this: I cannot doubt we have the strength to carry a good cause forward, and to break down the barriers which stand between the wage-earning masses of every land and a free and more abundant daily life. . . .

Winston Churchill, 'Nazi Enemy No. 1'

The beginning of this war, as of that of 1914, finds Winston Churchill at his desk in the Admiralty. Many pages would be required to do justice to the First Lord's career, but here are the most important facts about the man who, for forty years, has never been far from the public eye.

No statesman in British history has held so many positions of high Cabinet rank as the man who today, as twenty-five years ago, is Britain's First Lord of the Admiralty.

Winston Spencer Churchill comes of a great family, bears a great name. He is a direct descendant of the famous Duke of Marlborough, the victor of Blenheim, and son of one of the most prominent politicians of the Victorian era and of an American mother famed for her beauty and intellect. He was born in 1874, and after Harrow and Sandhurst obtained a commission in the 4th Hussars. It was, however, as "The Daily Telegraph" war correspondent in the Sudan in 1898 that he first came into public notice, and he "hit the headlines" in 1899 with a dramatic escape from captivity in a Boer armoured train.

A few years later came his spectacular incursion into politics. Abandoning the Conservatism of his youth, he became a Liberal in time to share in the triumph of 1906. Hardly had North-west Manchester enabled him to add the letters M.P. to his name when Campbell-Bannerman, the new Liberal premier, appointed him Under-Secretary for the Colonies. Under Asquith his rise was rapid—President of the Board of Trade, Home Secretary and, in 1911, First Lord of the Admiralty. He was at the Admiralty when war began, and to his foresight may be largely attributed the readiness of Britain's fleet in that hour of great emergency.

During the War he had his hours of high success and his periods of eclipse. In the public mind he was held responsible for the failure of the expeditions to Antwerp and Gallipoli, although subsequent history has tended to reverse the unfavourable verdict of the moment.

For some years his fortunes were closely linked to those of Mr. Lloyd George, and in the later coalitions he was in turn Minister for Munitions, Secretary for War and for the Colonies.

In 1909, when the centre photograph was taken, Mr. Churchill was one of the rising lights of the Liberal party; he was then President of the Board of Trade in Mr. Asquith's ministry. The photograph shows him accompanying a military officer on manoeuvres in Germany as the guest of the Kaiser. In the lower photograph Mr. Churchill is seated at his desk in his home, Chartwell Manor, near Westerham, Kent.

Photos, "Daily Mirror" and Topical

In the South African War of 1899 Lt. Churchill, of the South African Light Horse, saw a good deal of the fighting, and had besides a spell of captivity in a Boer prison at Pretoria.

When the coalition fell in 1922 Churchill also suffered defeat. By the end of 1924, however, he was not only back in the House of Commons, but had a seat on the Treasury Bench as Chancellor of the Exchequer, this time in the Conservative administration of Mr. (now Earl) Baldwin.

When the National Government was formed in 1931 Churchill's name was missing from the Cabinet list, and during the years that followed there was no more pertinent and pertinacious critic of the Government's policy in India and international affairs than he. From the beginning he preached resistance to the Nazis, and it is not surprising that today the German wireless seems to regard Mr. Churchill as Nazi Enemy No. 1.

Mention might be made of many another facet of Mr. Churchill's varied existence. His skill as a bricklayer, for instance, has entitled him to membership of the bricklayers' union, and as a journalist and author he has won widespread recognition. Many people, indeed, who take little interest in politics and know nothing of Churchill's achievements as a Cabinet Minister, know him primarily as the author of brilliant biographies of his ancestor, the Duke of Marlborough, and of his father, Lord Randolph Churchill, and still more of "The World Crisis," the book in which he gives a vivid account of the great and eventful period covered by the years just before and during the Great War.

Now today, after years in the political wilderness—years during which he was that by no means generally welcome person, the caustic critic—he has returned to high office, called back by the voice of the man in the street, just as was Kitchener in 1914. His political knowledge, his vast administrative experience, his eloquence and his resolution—all are assets of incomparable value to Britain and Britain's cause.

ODD FACTS ABOUT THE WAR

Worth Noting Today and Re-reading in Years to Come

"Even Hitler" . . .

Before the war the Lord Chamberlain refused to license for public performance a song called "Even Hitler Had a Mother." This ban has now been removed.

A Seat in the Stalls

The high ground near Schengen, in Luxemburg, provides a front seat for the crowds of visitors who arrive there to watch the fighting about a mile away.

Under the Stamp

A letter received by English friends of a resident in Germany stated that the food was good and that they must not worry about her. The letter concluded: "Tell H—— to take the stamp off this envelope for his collection." Underneath the stamp were found the words: "We are starving."

In a Soho Café

Every day in London's best-known German café blond Germans are to be seen enjoying meals such as they would never know in their native land today. One of them remarked: "I have been two years in Britain. The longer I stayed the more I liked it; so I never went home to Stuttgart. I never knew how much I hated Nazi-ism until I came to this country. People are decent and civilized here."

A.R.P in the B.M.

The Reading Room of the British Museum was never very easy to enter. Today not only must one have a reader's ticket, but no person will be admitted unless he carries a gas-mask.

Horse-box Bedrooms

A racecourse on the outskirts of Paris has been turned into an internment camp for Germans and Austrians. The Germans are accommodated on the paddock side, and sleep in the horse-boxes. The Austrians' quarters are in the popular enclosure, and they are sleeping in the totalisator.

Increased Visibility

It has been proved that persons wearing or carrying some white addition to their clothes are visible at night, even when 20 yards away. Hence the growing popularity of white gloves, white walking-sticks, scarves, and gas-mask containers.

"Not so Hard"

When a number of German officers arrived at a prison camp in England, a woman in a small group of spectators called out: "Hard luck, mate." One of the prisoners promptly retorted: "Not so hard!"

Coloured Gas-masks

Gas-masks for children will soon be available in pastel shades. This, it is thought, will make them less repellent to their wearers.

Not for Every Day

After describing the products of Nazi field kitchens, a German press correspondent noted: "Other features of the soldiers' menus include tobacco, snuff, chocolates, sweets and strengthening drinks." But he added: "Of course, they are only given to soldiers who are subject to severe nerve strain."

New York Takes Precautions

The Federal Government has been asked to provide at least 200 anti-aircraft guns for the defence of New York against possible surprise attacks.

Hitler's Coffee

Among the consignments seized by the Contraband Committee, and coming up for judgement by the Prize Court, were 20 bags of coffee, weighing more than two tons, sent from Aden to Hamburg as a gift to Hitler from the King of the Yemen.

Polish Army in France

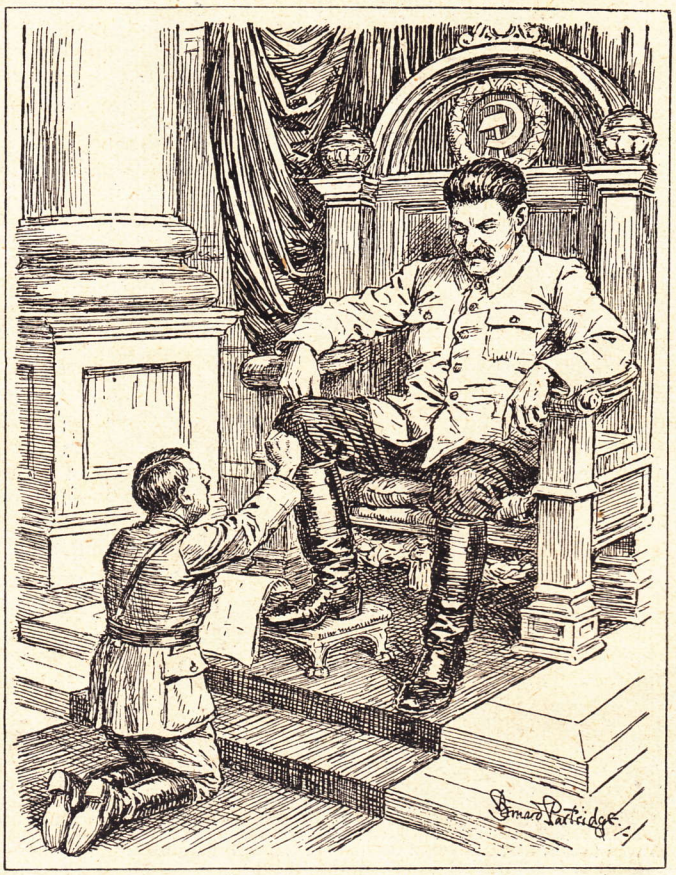
The Polish Ambassador in Paris, M. Lukasiewicz, has issued a proclamation calling upon all Poles between the ages of 17 and 45 to report to their nearest town hall.

Friendship Through Shaving

A Nazi broadcaster was trying to console his audience for the introduction of rationing. He said: "Ration cards help enormously to draw people nearer to each other. For example, now when we want a shave we have first to approach the mayor to get a ticket allowing us to buy shaving cream. Even the State takes an interest in the growth of our beard."

Gone to Berlin; Back Soon

At the side door of the deserted German Embassy in London, a wooden notice inscribed "Special Division, Swiss Legation" is nailed over the brass plate announcing "Deutsche Botschaft." A policeman who enquired why the brass plate was not removed altogether was informed: "They told us to leave it; they expected to be back before long." *(Daily Telegraph)*



THE LITTLE RED FATHER. "Heil Kamerad! Now that I've dealt with Poland, tell me what peace terms I am to dictate to the Democracies."

From the cartoon by Sir Bernard Partridge. By permission of the Proprietors of "Punch"

Ready for Victory Celebrations

Many millions of fireworks which were ready for Guy Fawkes Day are being stored away in bomb-proof magazines, and will be available for victory celebrations.

Popularity of Gas Tests

At Kingston-on-Thames people queue up daily at the entrance to the gas chamber, opened for the purpose of letting them test the efficiency of their respirators. It was stated that people arrived somewhat nervously but left full of confidence.

Lindbergh on Arms Embargo

Colonel Lindbergh, hitherto a member of the isolationist school, now states that he is a convert to the lifting of the U.S. arms embargo.

No Radio for Jews

The confiscation of wireless sets owned by Jews in Germany has begun.

No Black-out in Belgium

All Belgian towns are to maintain their usual street lighting throughout the night. By day a big letter B in white canvas will be laid on the ground between the frontier and neighbouring villages.

Loyal Arabs

A message that the Palestinian Arabs will "abstain from all acts which could impede France or reflect on her interests" has been sent to the High Commissioner of Syria by the Grand Mufti of Jerusalem.

Defiance to U-Boats

Although some 150,000 tons of British shipping have been sunk, sometimes without warning, no British crew has refused to put to sea.

Possible False Alarm

The Shofar, the horn sounded by rabbis on the Day of Atonement, was silenced this year, in case it might be taken for an air-raid warning.

Radio Amateurs Close Down

Two thousand British amateur transmitting stations, as well as several hundreds operated by the Navy's Wireless Reserve, have become silent for the duration of the war.

"Blighty" Again

This weekly magazine, which was issued to the Services during the Great War, is to reappear on October 21. The cost of the first issue is being borne by Lord Nuffield.

Help in Palestine

Nearly 120,000 Jewish men and women, that is, a quarter of the entire Jewish population, registered for service in local defence and auxiliary services of the British Army in Palestine.

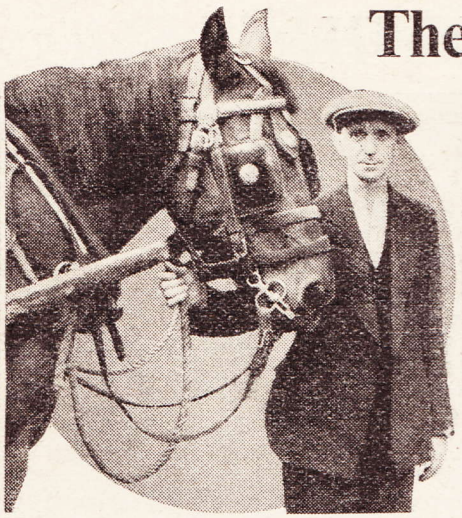
News in Greek

The B.B.C. is now broadcasting regular bulletins in Greek. This makes the thirteenth foreign language now being used by the British studios.

Taking Care of Hitler

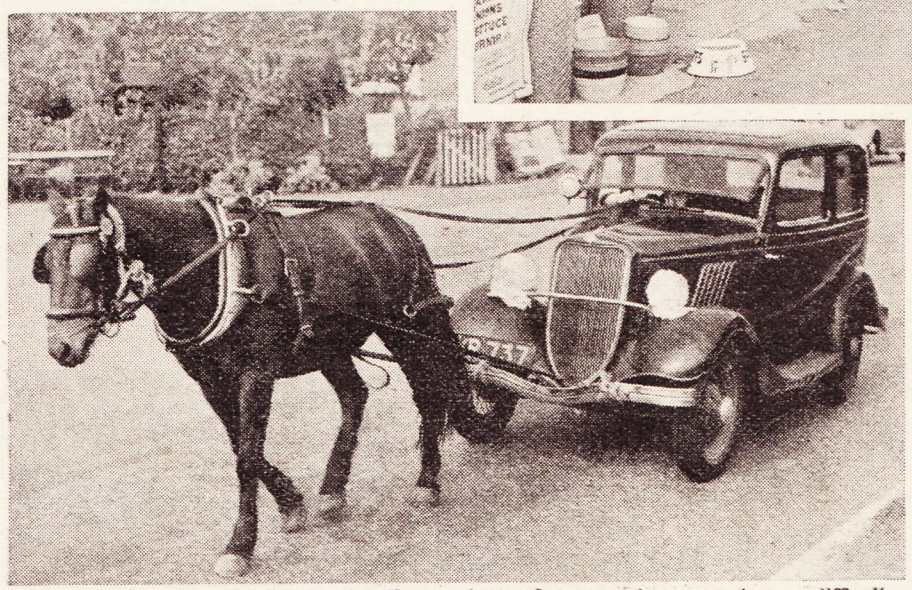
A new battalion of bodyguards, the fourth, to accompany and protect Hitler during his visits to the Front, has been organized.

The Good Old Horse Comes Back



This horse had a rope halter by which it could be led in a black-out by a man walking beside it.

When her car was laid up owing to the petrol restriction, this lady did her weekly shopping on horseback.



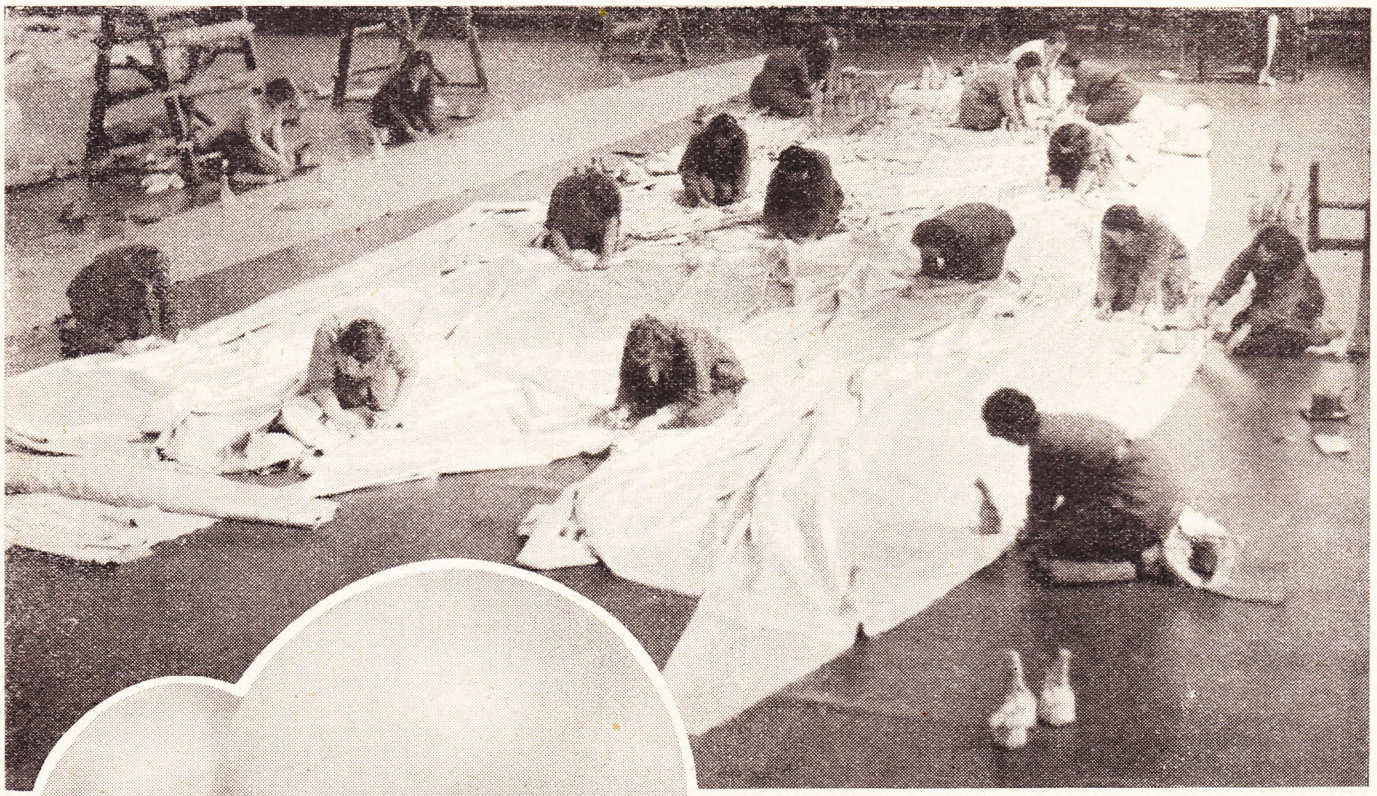
In towns more than in the country the carriages of pre-car days proved more difficult to come by. This motorist, a tradesman in Westwood, Thanet, solved the problem by reducing his car to one horse-power.

HORSES, which for many years had been slowly disappearing from the London streets, had a remarkable "come-back" when the rationing of petrol took effect. On certain thoroughfares they had been altogether banned, but on September 27 the Minister of Transport announced that the ban would be lifted for the time being in view of the shortage of petrol and the consequent reduction in the number of motor vehicles available. In London it was chiefly for drawing transport vehicles that horses reappeared, but in the country many a pony trap and dog-cart were once more on the roads after being regarded for years only as lumber.

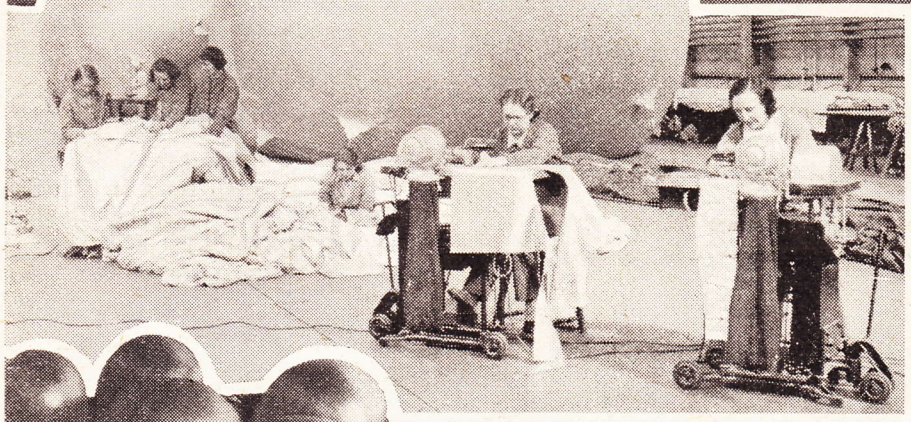
Such a scene as this at a traffic stop became quite common almost immediately after the rationing of petrol took effect, for cars were few on the streets and every horse-drawn van available was in use. At the beginning of the last war the case was very different. Petrol was not rationed, but the motor had not become nearly so general as of recent years. The horse was the mainstay of transport, and as the Army required very many horses for cavalry and transport many animals were requisitioned by the Government.

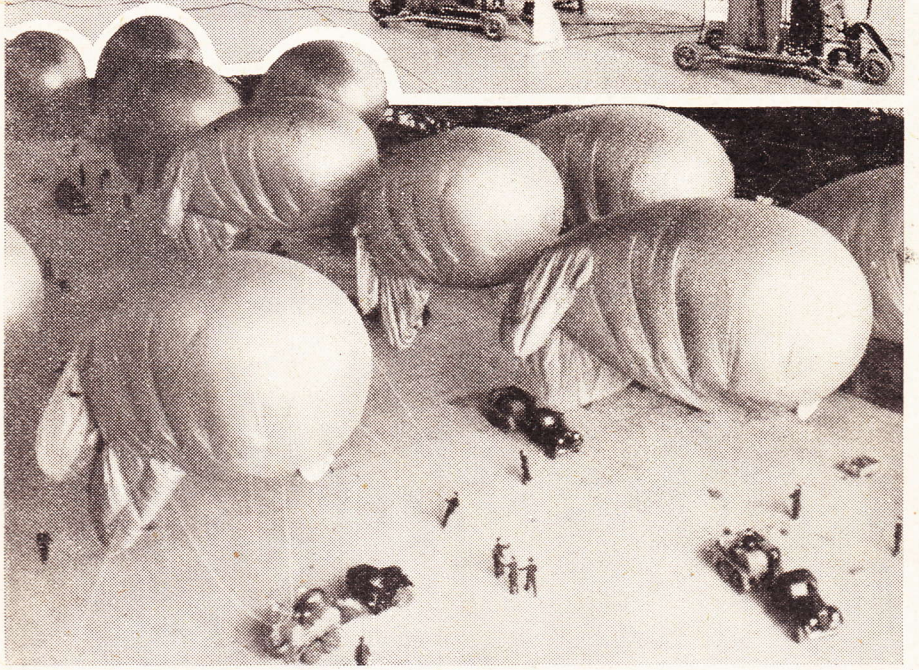
Photos, Universal Pictorial Press, B.I.P., Topical and Photopress

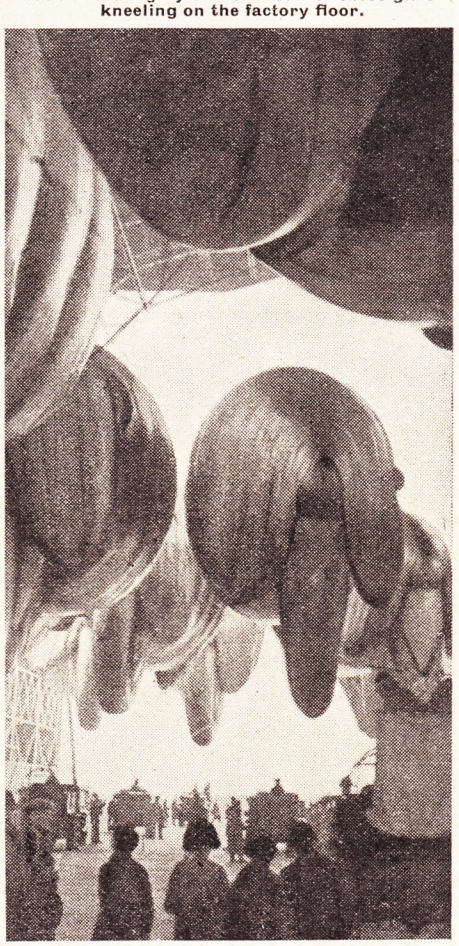
Women's Work That Guards the Home Skies



Making the envelope of a barrage kite balloon is the highly skilled work of these girls kneeling on the factory floor.



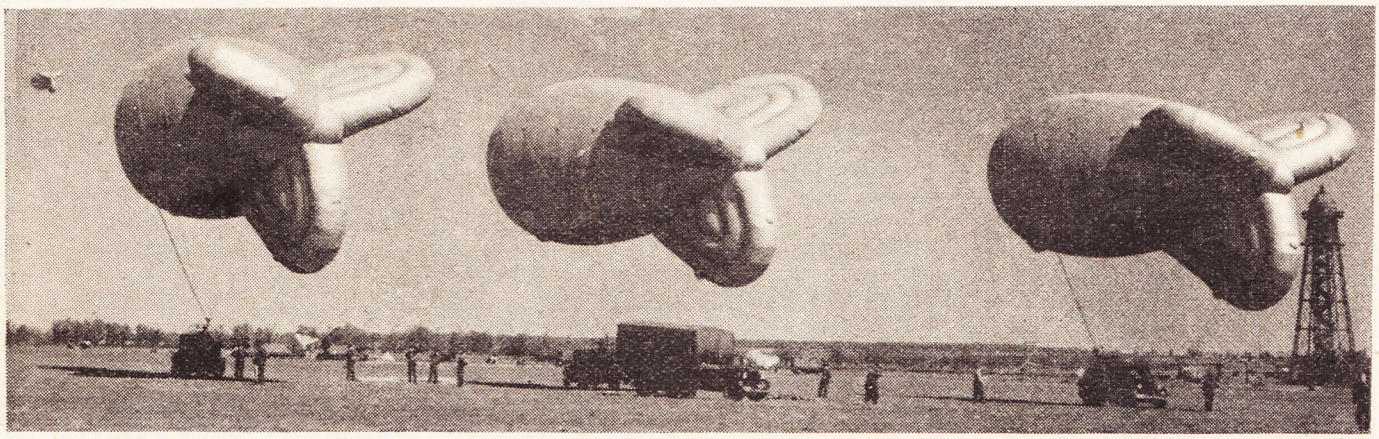




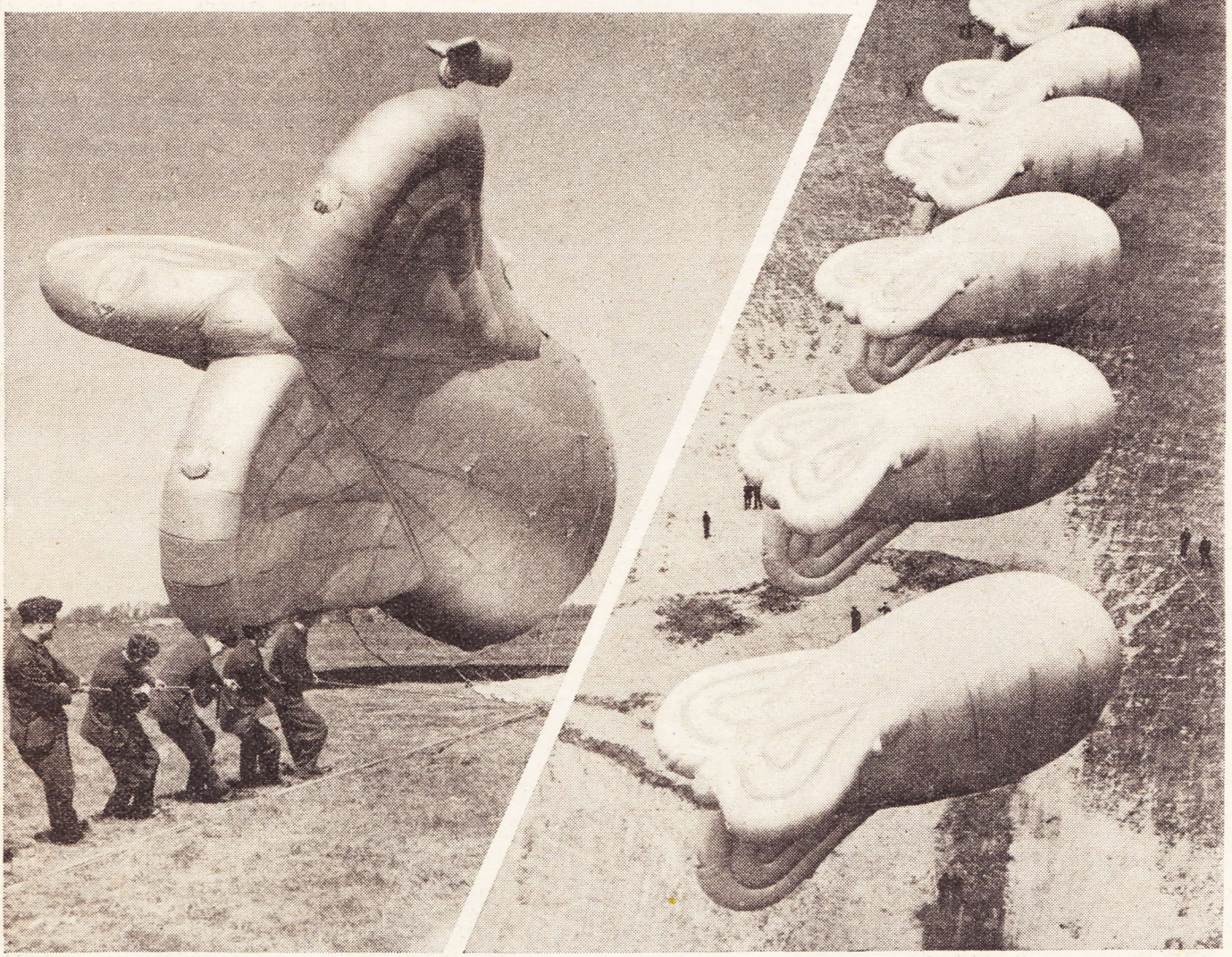
The making of the barrage balloons is largely done by women. In the centre photograph girls are at their machines in the sewing department with a specimen of their finished handiwork in the background. Above, left, some of the balloons are seen in a giant hangar. Right, some of these giant "sausages" are being taken out into the open to undergo their final trial for airworthiness.

Photos, Central Press

Silent Sentries Await the Raiders



WHEN the first air-raid warning sounded in London—later it came out that it was a lone machine carrying a high French official that caused all the pother—the people looked up with cheerful confidence at the balloons floating in the sky above their heads. Indeed, it is no exaggeration to say that they were amazed at the number of balloons forming the defensive network. There was a balloon barrage in the Great War, but it was a very small-scale affair, and the balloons were interconnected by a curtain of cables. Today, each balloon is a separate unit, rising from a mobile lorry on a single steel cable of great strength. The position of these units can be quickly changed when once the balloon has been grounded and deflated.

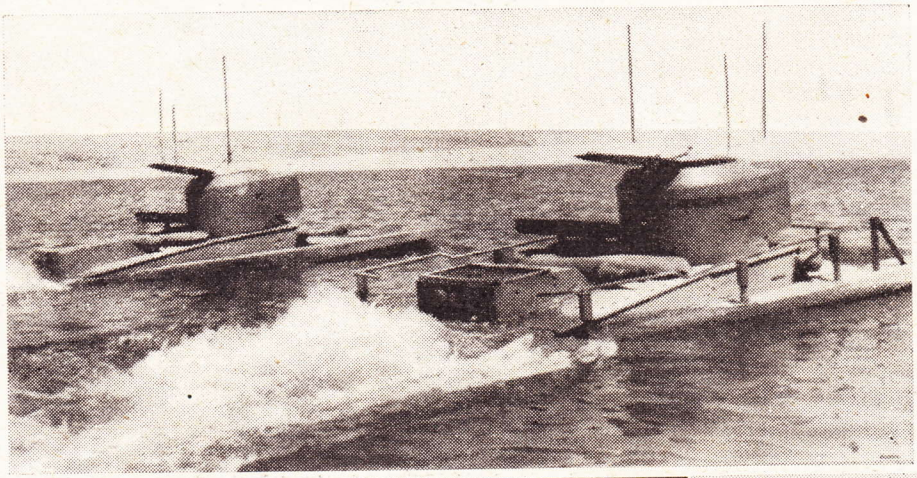


Although the photographs in this page all show balloons near ground level, these hydrogen-filled craft can be raised to a height of several thousand feet. The theory is that enemy warplanes, afraid of striking the cables—which are almost invisible—will be forced to fly above the barrage at a height where our anti-aircraft guns and fighters can deal with them. The close-up views above show clearly the three air-filled fins that steady the craft in the air.

Photos, Central Press

The Tank Idea Triumphs Again

Some of the latest type of British tanks are here seen during manoeuvres. They are advancing towards a distant objective, so the pilot can therefore look out through the open conning tower. In battle this would be closed and the course would be directed by observation through a slot in the front of the tank.



It was on a September morning in 1916 during the Battle of the Somme that the first tanks lumbered across No Man's Land from the British lines and charged down upon the panic-stricken Germans. The enemy were quick to copy the British invention, and in 1939 the Nazis employed a very large number of tanks in their onslaught upon Poland. It is perhaps not too much to say that the striking and speedy success of the invaders was very largely due to their employment of those machines which proceeded from the fertile brain of Lt.-Col. E. D. Swinton, forcefully backed by Mr. Winston Churchill, in the early days of the Great War.

An interesting development made by the Soviet army is the amphibian tank which can cross shallow rivers. In the centre photograph two of them are almost under water, looking more like submarines than tanks. Below, left, is one of the latest type of German tanks used with deadly effect against the Poles. Right, French tanks and tractors are being taken towards the front in the Maginot Line zone by train.

Photos, Fox, Planet News and Sport & General

'Old Hitler Gave Me a Headache'

During reconnaissance flights made by the R.A.F. on the Western Front numberless "dog-fights" with German aircraft took place. One of the most thrilling of these, when five R.A.F. machines encountered 15 Messerschmitt fighters, was described in a Ministry of Information bulletin on October 1.

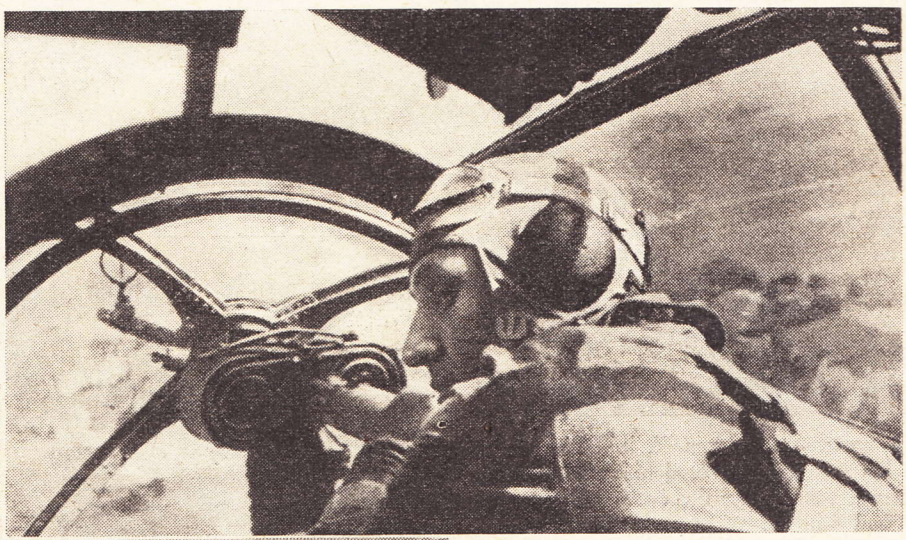
THE wounded navigator of the squadron-leader's 'plane summed up the fight and the feelings of the crew when he said, "Old Hitler's given me a bit of a headache, but that's nothing to what we'll give him."

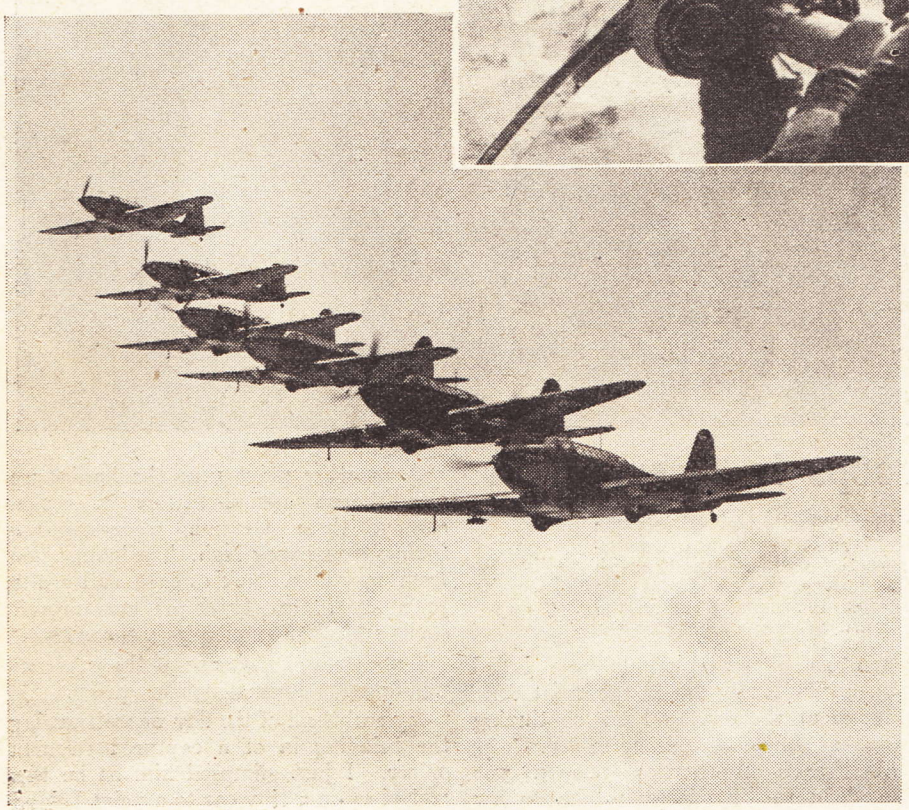
Orders had been given for an R.A.F. patrol to reconnoitre a position behind the German line in the most strongly defended part of the Saar. Anti-aircraft batteries put up a fierce barrage, but the British aircraft went through it successfully.

When well over the frontier, at a height of over 20,000 ft., the squadron-leader sighted the enemy. Out from behind a bank of cloud came nine Messerschmitt fighters. They approached from directly ahead, flying 2,000 ft. higher. Away on the right another six swooped to attack. Breaking formation, the Germans concentrated mass fire on each British machine in turn.

Three of our machines were shot down. Another made a forced landing, but out of the 12 men forming the crews eight were seen to escape by parachute.

The squadron-leader alone was left, but he flew on just the same to finish his job. Dodging, side-slipping and banking, he got away from the concentrated enemy fire, but held the course set for the reconnaissance. Meanwhile, in the tail of the aircraft the air-gunner kept up a steady fire. A stream of bullets hit the engine of the leading Messerschmitt. The enemy machine swerved, and in a second burst into flames and plunged to earth. Keeping up his fire, the gunner landed further bursts into a second fighter. With black smoke pouring from the nose it went down in a spin. Two hundred and fifty rounds of ammunition had accounted for two enemy aircraft. Shaken by the gunner's steady and accurate fire, the 13 remaining Germans gave up the fight.





Fairey Battle bombers—a flight of which are seen in the lower photograph—were the type of R.A.F. aircraft involved in the air combat described in this page. The other photograph shows a German machine-gunner on the alert.

Photos, Wide World and Fox

The navigator, the third member of the crew, kept his pilot on the homeward course, though his instruments were smashed and he himself was wounded in the forehead.

The aircraft, when it landed, had 80 bullet holes in the fabric, the ailerons and rudder were damaged, both petrol tanks were burst and flooding the inside of the fuselage with petrol and fumes. As they crossed the frontier the engine failed. From the starboard tank petrol poured through a bullet hole each time the aircraft banked, but by stopping up the hole with his handkerchief the pilot was able to save enough petrol to get home.

As the machine touched down it spun in a circle, cartwheeled over on one wing and caught fire. The navigator was flung out on his head with his clothes on fire. The gunner was jammed inside, but the navigator hauled him out and smothered his blazing coat with bare hands. The squadron-leader had been flung clear and was picked up dazed but not seriously hurt.

I WAS THERE!

I Saw an Air-Liner Passenger Shot

On September 26 a Dutch air-liner flying from Malmo to Amsterdam was attacked in error by a German seaplane, and one of the passengers, Mr Gustave Lamm, a Swedish engineer, was killed by machine-gun fire. The heroine of the incident was the Dutch stewardess, Anny Wynoldt, whose story is reprinted here by the courtesy of the "Daily Express."

I HEARD rattling on the 'plane, and I hurried to Pilot Moll to ask him what was wrong.

The rattling was caused by German bullets. More came as I was on my way to the pilot, and one of these hit Mr. Lamm.

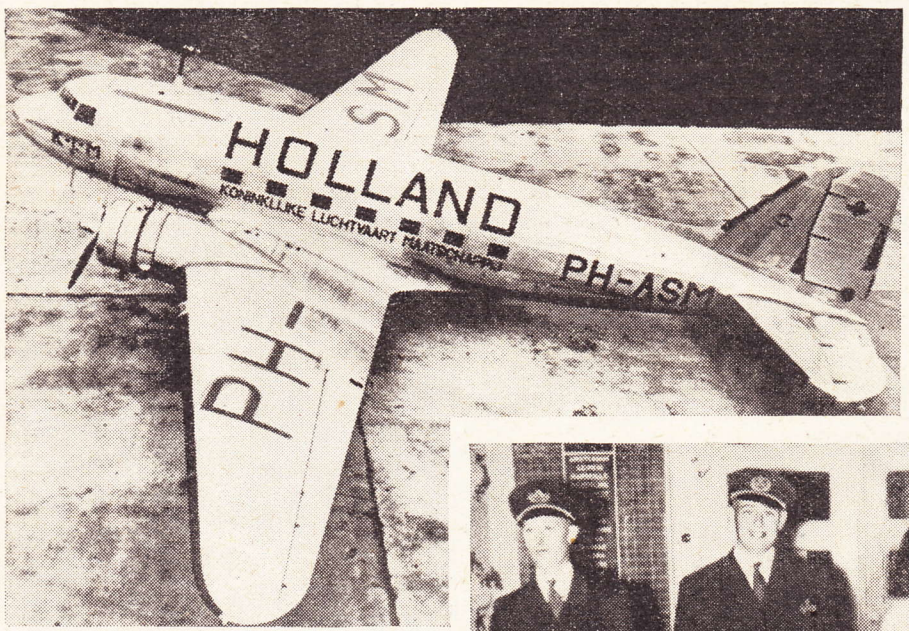
I pretended he was ill, laid him back in his seat, and covered him with a rug. Then I tended the dead man as though he had fainted.

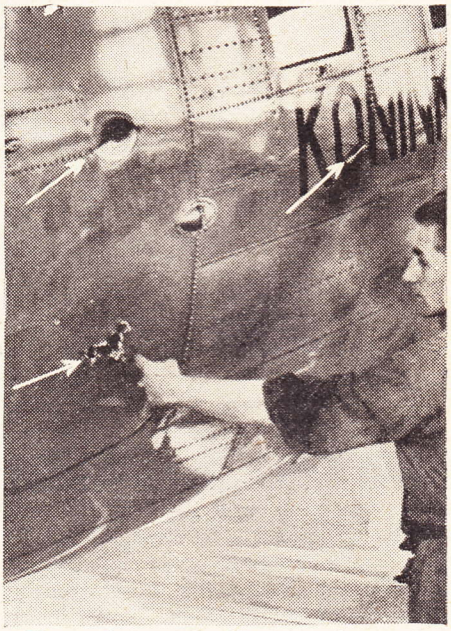
I gave the other passengers papers and books, and talked to them about everyday things with a smile on my face, but with death in my heart, because I was the only one who knew what had happened.

When passengers asked me about the rattling, I said the aerials had got loose.

I had a terrible moment when I went into the pantry. There was another burst of rattling, and bullets flew round me. Some of the passengers smelled burning. I said it was a small defect in the machine.

Nobody else knew that the machine had been struck by fifty bullets. The passengers knew nothing of the attack until we landed.





These photographs illustrate the tragic incident off Denmark when a Dutch air-liner was fired on by a German military 'plane. The "air hostess" (Miss Wynoldt), whose account is given in this page, is in the centre of the group below. Second from right is the Captain, J. J. Moll, famed for his part in the 1934 air race to Melbourne. The liner involved—an American type—is seen top left; top right, bullet-holes in the fuselage.

Photos, Associated Press and Wide World

With the French Troops in Germany

Towards the end of September the French had advanced into the "No Man's Land" in front of the Maginot Line, and had penetrated into German territory at several points. Mr. Kenneth Downs, a "Daily Express" special correspondent, one of the first group of newspapermen to visit the front lines on the Western Front, tells of the fine spirit of the French troops.

THIS dispatch is being written at a spot east of the Franco-German frontier which I am not at liberty to disclose, but it is where actual hostilities are in progress.

I have already witnessed an action along the front. I picked up a box of German matches and a French corporal gave me an abandoned Nazi flag he had taken as a souvenir. I have heard intermittent firing up in the front lines throughout the day, and it is continuing now that dusk is beginning to fall.

A French observation balloon was brought down by a German 'plane a few minutes before arrival at our point of the frontier, but the French observer parachuted to safety.

At another point near the border we saw French anti-aircrafters in action against three German reconnaissance 'planes flying very high. The 'planes fled from range as black streaks and white puffs from two types of anti-aircraft shells appeared magically in the skies.

I understand that one of these 'planes was brought down at another point.

My real thrill of the day was witnessing the bringing in of a captured German officer. I just glimpsed him as he was rushed up in a tiny car to a point behind the lines and turned over to a French colonel of the Intelligence service and whisked from view.

I WAS THERE!

But I saw him long enough to notice his glum features. He wore a peaked officer's cap on straw-blond hair, a field green overcoat and high quality boots. I judged him to be at least a captain. . .

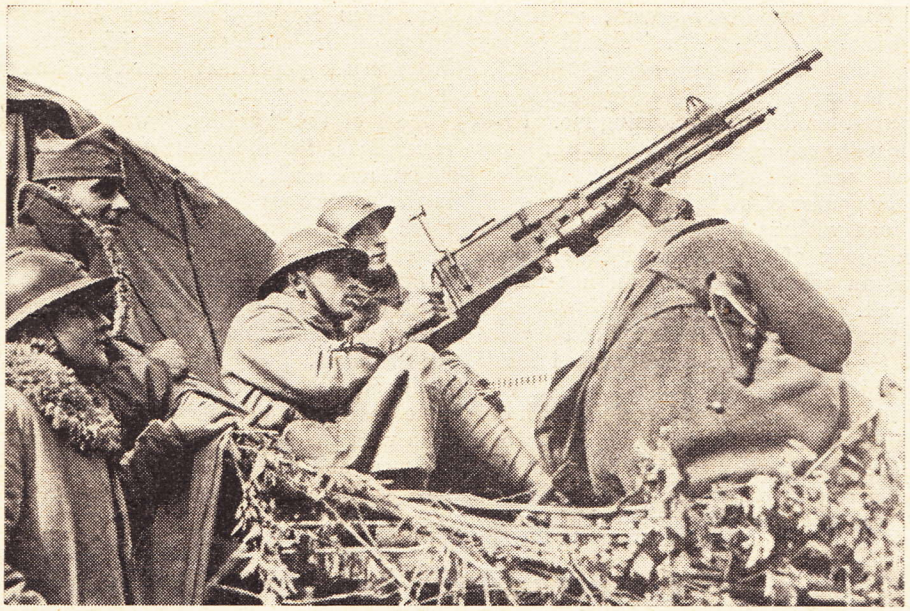
On the French side general mobilization is complete. I thought I knew what mobilization meant, but when I actually glimpsed it I was completely staggered by its proportions.

Naturally I cannot disclose the names, but I can say I have seen troops from all parts of France and from all parts of the French Empire and of all military ages.

I was greatly impressed by the deadly businesslike attitude of the troops. They look good and tough.

In Spain, wherever I passed troops who were not fighting they were always singing or indulging in some sort of horse-play. I saw none of this today. The troops we passed in villages, camps or on roads were lynx-eyed, expressionless, with no illusions about what was coming, but believe me they are ready for it.

A lieutenant-colonel of the Second Bureau said: "The troops are the best I have ever seen. Theirs is a much healthier attitude than the 1914 'On to Berlin' nonsense. They know what it means this time. They are angry and they mean business."



French anti-aircraft gunners are here seen at the alert behind their gun, in its emplacement somewhere in the vicinity of the Maginot Line. Their appearance bears out the tribute paid to the French troops in this page: "they are angry, they mean business."

Photo, Topical

Officers and men everywhere confirmed that the German prisoners captured during the first days were completely bewildered, hardly knowing that war existed or what they were fighting about.

They Arrested Me as a German Spy

Crossing the frontier into Rumania in the wake of the retreating Polish Government and the diplomatic corps came the newspaper correspondents. Among them was William Forrest, of the "News Chronicle," who tells how, in the general panic, he and an American colleague were held on suspicion of espionage.

THE scope and the accuracy of the German bombing in Poland said much for the work of the enemy spies. No wonder there was something approaching spy mania behind the Polish lines. . . .

Vigilance was greatest along the frontier. When I re-entered Poland at Sniatyn along with an American colleague we came under the suspicious eye of a big plain-clothes detective with a bushy, brown beard. Mysterious visitors called at our hotel during the night, quizzed the landlord about our movements, and then disappeared. When we telephoned we were forbidden to speak in any language but Polish.

Three days passed in this fashion, what time we hunted in vain for petrol to carry us farther on. Then we decided to return to Rumania, hire a taxi and try our luck at the neighbouring frontier post of Zaleszczyki.

It was dark when our taxi, with lights out, crossed the bridge over the Dniester and came to a halt at the Zaleszczyki barrier. And there, to our utter dismay, who should be waiting to receive us but the bearded sleuth from Sniatyn.

"Aha," he exclaimed with stage-villainish glee, as he flashed his torch in our faces, "we meet again!" Then, turning to a group of frontier guards, who had come up behind him, he coolly denounced us as spies.

Cowards die many times before their death. Call me a coward if you like, but if ever I felt dead and done for it was then. To be suspected as a spy was bad enough; to be denounced as one was infinitely worse.

There had been so many cases where the police shot first and inquired afterwards—if they troubled to inquire at all.

They dragged us from the taxi, stuck revolvers in our backs, shouted "Hands up!" and marched us to the parapet of the bridge.

The Dniester sounded very far below. A long drop.

The bearded man, who had vanished in the darkness, now reappeared with the chief of police, who began to shout at us in Polish:

"You speak German, don't you?"

"Not a word," we both lied. "Only English and French."

A man who spoke very broken English was brought along to interrogate us. After a few questions and answers he said to me, "If you are really English, why do you speak English so badly?"

Carrying Government officials, the last train to leave Warsaw for Rumania was bombed and machine-gunned fourteen times by the Nazis on its way to the frontier. Above, the train is seen halted with the passengers who left it during one of the raids waiting to re-embark when the raiders had passed.

Photo, Planet News

I WAS THERE!

Was it my Scots accent, or what? Alas, that a rolling "r" should be my undoing!

Turning to the police, my critic expressed his doubts concerning me. I felt the revolver again, pressed against my back, and said my last prayer.

The police chief, thin-lipped, grey-eyed, a man without pity, kept us waiting in an agony of suspense and then rapped out an order which we did not understand.

Our taxi drove up and, still at the point of the revolver, we were pushed inside and driven to the police-station.

It took us four hours, during which our papers and effects were subjected to a microscopic examination, to convince them of our innocence. And in the end it was not our passports—which might have been forged—but some flattering references to ourselves clipped from a Warsaw newspaper that turned the scales in our favour.

Most of the "grilling" was done by candlelight, for the electricity suddenly failed, and while our own fate was still in the balance we heard the police in the room next door beating up another prisoner.

But after our innocence was established how charming they all became. Profuse apologies; refreshments; and two beds for the night.

Twenty-four hours later the Russians were marching on Zaleszczyki, and the man with the beard, the police chief and his men, and the detectives who examined us, were all fleeing across the bridge into Rumania. . . .

All U-Boat Commanders Are Not So Callous

From innumerable records of German ruthlessness, it is pleasant to turn aside and read again these stories of two U-boat commanders who, while carrying out their stern duty, treated with humanity and kindness the crews of the little British trawlers who were at their mercy.

MR. CHARLES ROBINSON, master of the 333-ton Fleetwood trawler "Rudyard Kipling," gave the following account, reprinted by the courtesy of the "News Chronicle," of the sinking of his ship in the Atlantic:

"We were busy trawling on Saturday night when the bos'n shouted, 'Submarine to starboard.' The submarine signalled 'Abandon Trawler,' and we had no option but to take to our boat.

"The submarine came near and took on board my crew. Five Germans then got into our boat and rowed to the trawler. They took possession of all fresh provisions, including two boxes of fish, and also 'rescued' the ship's cat.

"Then two time bombs were placed at the trawler's water line and the boat then set off for the submarine. When the boat had come 300 yards, the 'Rudyard Kipling' blew up and sank.

"The trawler crew were then accommodated in the submarine and, taking the small boat in tow, the submarine started for land. We were all supplied with greatcoats by the submarine crew, and when the commander found that one of my men was without a coat, he took off his own and handed it to him.

"We were supplied with hot soup and cigars, and an hour later a ration of rum was served. This was repeated two hours later.

"At 3.45 a.m. today, the submarine stopped and the commander ordered us to get into the small boat. We had then been eight hours in the U-boat.

"The submarine stood by until the boat was baled dry. Then the U-boat crew waved us goodbye and the vessel submerged.

"We reached the shore at 9 a.m."

HERE is the story of an encounter with an enemy submarine whose commander changed his mind, related by Mr. Albert Thomason, skipper of the trawler "Alvis," when eventually she reached port. It is reprinted here by courtesy of the "Evening News."

"At 1.20 in the afternoon I saw a shell drop short of the ship and then I saw a German U-boat.

"The commander waved to us from his conning tower to abandon ship. I ordered the crew to get a boat overboard and we pulled well clear of the trawler.

"The submarine commander ordered us alongside and told me to come on board. He extended his hand and said, 'Good afternoon, captain.'

"We shook hands and he said, 'I am sorry, I will have to sink your ship.' He asked me if there were any more men in the 'Alvis' and if that was the only boat we had.

"They handed cigarettes round to my boat crew and then the commander sent us back to the trawler with a German working party under the lieutenant.

"The Germans threw over the side half the wireless and smashed the rest with a big hammer.

"They also smashed the dynamo in the engine-room. They did not take any provisions and they did not touch the fish we had on board.

"The lieutenant asked for one of our lifebuoys for a souvenir, and we shook hands through the ring of the buoy.

"The commander sent a bottle of gin across, with his compliments. I asked for his name, but he sent a message that he regretted he was unable to tell me.

"The crew had a good growth of beard as if they had been at sea for some time, but they were well dressed and well fed."

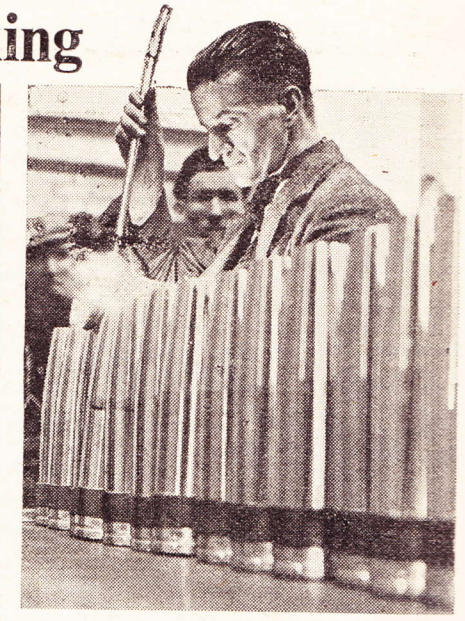
Another member of the crew said: "The Germans told us to go back to our ship as they did not think we would be safe, 13 of us, in that boat."

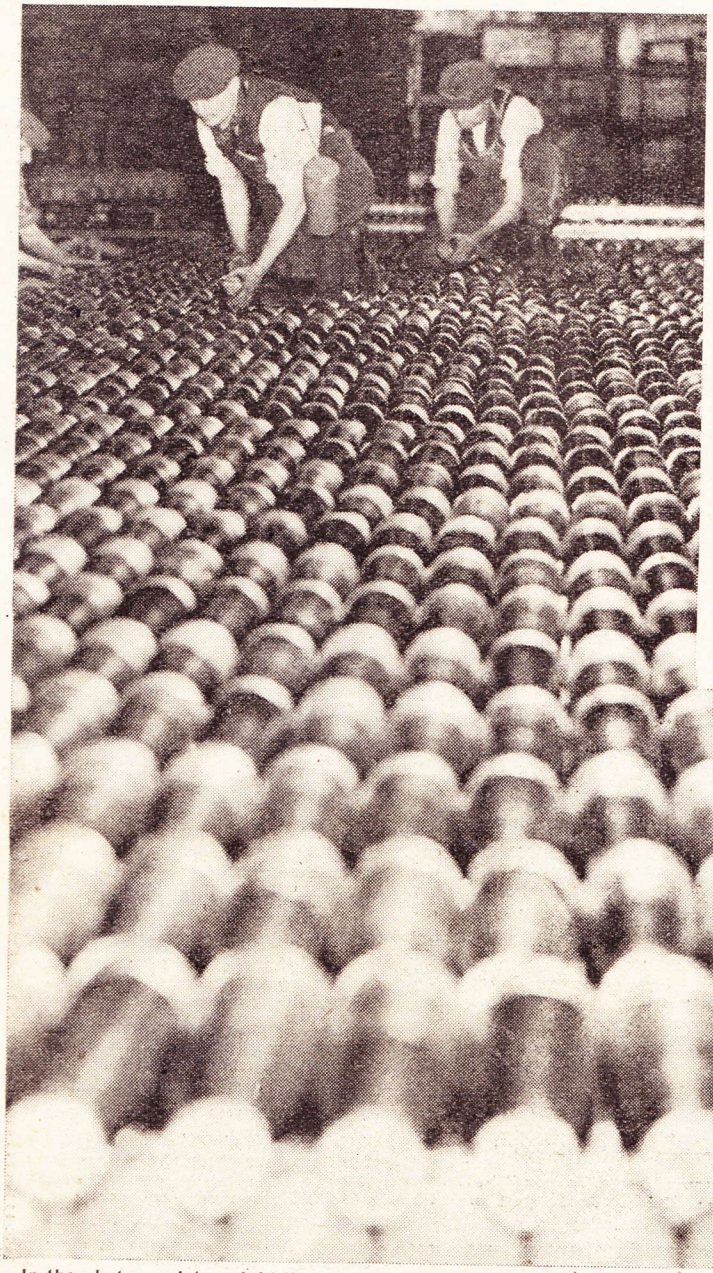
One of the North Sea trawlers, which in this war, as in the last, are playing a very gallant part at sea, is seen above. In this page the skipper of a trawler tells the story of his humane treatment by a U-boat commander. Such treatment, unfortunately, has not been general.

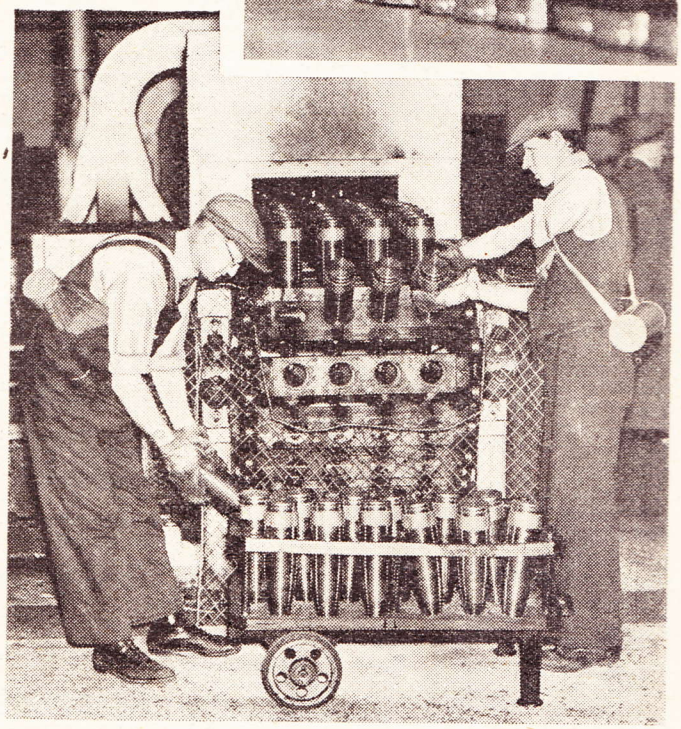
Photo, Wide World

Million A.A. Shells in the Making

Shell cases for 3·7 in. anti-aircraft guns are being weighed in this photograph. Each one must be of the exact weight specified.







In the photograph top right the interior of 3·7 in. shells is being examined with a bright light. Centre, right, shell cases are being placed on a conveyor after being dried by compressed air. Immediately above is a huge store of shell cases ready to be sent to the filling factory.

Photos, P.N.A.

THE photographs in this page were taken at a factory in the Midlands converted from commercial purposes to the production of munitions. In this factory only 3·7 anti-aircraft shells are made, and it has a capacity of 1,000,000 shells a year. There are many munition factories in the industrial areas of the United Kingdom, some of them, like this one, originally built and equipped for commercial work, but speedily adapted to the purposes of war, while others have been specially built and equipped with new machinery. A striking feature of modern munition works is the ease with which the machinery is operated. The various processes are almost automatic, so that in a few weeks men with no previous experience of such work can acquire all the necessary skill and turn out first-class work. The adjusting and maintenance of the machines are, of course, done by some of the most skilled mechanics.

OUR DIARY OF THE WAR

Monday, October 2

M. Munters, Latvian Foreign Minister, arrived in Moscow at the invitation of Molotov.

A Soviet military mission arrived in Tallinn, Estonia, to discuss mutual relations.

That **R.A.F. 'planes flew over Berlin** during a night reconnaissance flight was reported by the Air Ministry.

The French High Command reported that local enemy attacks had been repulsed.

U.S. Senate opened the debate on the Neutrality Bill.

British freighter "Clement" reported to have been sunk by a German armed raider or a vessel termed a "cruiser."

Belgian steamer "Suzon" sunk during Sunday night by a U-boat.

Swedish steamer "Gun" reported sunk in the Skagerak by a U-boat.

Twenty-three tribunals began to deal with the 50,000 enemy aliens registered in the London area.

Tuesday, October 3

Count Ciano returned from Berlin and reported to the Italian Cabinet.

Mr. Chamberlain stated in the House of Commons that nothing in the German "peace offensive" could modify the attitude which Great Britain had felt it right to take.

German territory occupied by the French was announced by the French High Command to total 154 square miles.

M. Sarajoglu, Turkish Foreign Minister, still in Moscow and stated to be awaiting instructions from Ankara on the proposals of the Soviet Government.

The Turkish military mission arrived in London and began discussions on matters of common interest to Great Britain and Turkey.

The Lithuanian Foreign Minister, M. Urbsys, arrived in Moscow at the invitation of Molotov.

It was reported that a Dominican coast-guard cutter, caught refuelling a U-boat, had been sunk by a French cruiser.

Wednesday, October 4

German Reichstag summoned to meet on Friday.

Karlsruhe said to have been evacuated, the seventh German city behind the Siegfried Line to be converted into a military base.

Minor enemy attacks on the Western Front were repulsed.

German High Command reported that fighting was still taking place against isolated Polish detachments near the line of demarcation.

Italy maintained complete silence on the subject of the Hitler-Ciano meeting in Berlin.

Mr. Eden announced that the Dominion Governments are each sending a Cabinet Minister to London to confer with the British Government on the co-ordination of resources.

The crew of a Greek ship, "Diamantis," which had been torpedoed the day before, were landed by the U-boat on the west coast of Ireland.

Reported that Germans had captured four Swedish steamers in the Baltic.

British steamer "Glen Farg" sunk by U-boat.

Thursday, October 5

French Command reported a 7-hour battle in the Moselle Valley.

Hitler flew to Warsaw to review Nazi troops who had taken part in the siege.

A pact of mutual assistance between the Soviet Union and Latvia was signed in Moscow.

Soviet-Turkish talks reported to be held up.

French submarine arrived safely in port with a German merchant ship captured 1,000 miles from the coast.

Washington announced that a warning of the imminent sinking, in the same manner as the "Athenia," of the American steamer "Iroquois," had been received from the head of the German navy.

Mr. Chamberlain consulted with T.U.C. leaders on war work control.

THE POETS & THE WAR

III

FATHERS AND SONS

By Louis N. Parker

Comrades, though no bugle sound,
Though you hear no tramp of feet,
Feel no shaking of the ground,
Nor the drum's inspiring beat,
We, who marched the selfsame way
Long ago in manhood's pride,
We are with you here to-day,
Marching at your side.

We are nought and less than nought,
Airy shapes you cannot see,
Shadows of a wistful thought,
Waifs of waning memory:
You, the sons of tragic years,
Had no father's hand as guide,
We, while you were born in tears,
Fought for you, and died.

Now the love you never knew
Round your hearts its yearning pours,
We, your fathers, watching you,
Send our spirits into yours;
Ah, fulfil what we began,
Thrust the gates of Freedom wide!
With your fathers to a man
Marching at your side.

—*The Times.*

Ministry of Information issued the account of the escape and safe return of a British submarine practically disabled by enemy depth charges.

Swedish Government announced that 100 cargo steamers would be armed for coastal patrol

Friday, October 6

The Admiralty made a strong protest against the "warning" by Admiral Raeder with regard to the American steamer "Iroquois." Washington reported that U.S. destroyers had been sent to meet the vessel as a precautionary measure.

Hitler announced his "peace" plan to the Reichstag. It included the proposal that a conference should be held to discuss questions arising out of the "collapse" of Poland, Germany's claims to colonies and the limiting of armaments.

A statement was later issued on the authority of the British Government that, although his proposals were "vague and obscure," they would be carefully examined, but that something more than words would be required from the German Government to establish confidence in Europe.

A conference of the Allied Commands was held in France.

Saturday October 7

Twelve German raids on the Western Front were repulsed during the night and early morning.

There was a series of artillery action on both sides between the Moselle and the Saar.

Dutch steamer "Binnendijk," bound from New York to Rotterdam, sunk by unrecognized means in English Channel.

Red Cross and St. John Fund for the Sick and Wounded reached the quarter million mark.

Reported that the £5,000,000 British loan to Poland was being used for war purposes by the Polish Government recently established in France.

Sunday, October 8

H.M. the King returned from a two-day visit to the Home Fleet.

Nazi trade delegation arrived in Moscow.

German flying boat brought down after a combat with a North Sea R.A.F. patrol.

Paris reported that French artillery were engaged in repulsing German patrol attacks, chiefly to the south-east of Zweibruecken.

Finland, under pressure, decided to send a delegate to Moscow to discuss political and economic problems.

Canada announced that a division of 20,000 men would leave for overseas early next year.

It is Said That . . .

Compulsory labour service for Jews in Germany is to be introduced.

No bombs could be more hated by the Nazis than leaflets dropped by the R.A.F.

Before evacuating Upper Silesia the Polish authorities inundated the coal mines.

Half of Poland's gold is being held temporarily by Rumania against the cost of accommodating refugees.

German authorities have had barbed wire erected all along the frontier to prevent mass desertions by Nazi soldiers.

The employment of over 500,000 Polish prisoners has greatly eased labour difficulties in German industry and agriculture.

The reported disgrace of Goebbels is said to be because he alone advised against Germany going to war.

Explaining the Soviet-German pact, Nazis stated: "Russia is no longer Communist. The last Reds have been ejected or shot."

The elusive German liner "Bremen" has been seen at the Russian Arctic port of Murmansk.

German soldiers, begging for food over the Dutch frontier, have been given it with the remark: "Eat, but may Hitler starve!"

The Germans are experimenting with captive balloons that can be exploded from the ground and destroy near-by aircraft.

Since the alliance with Russia, amended editions of "Mein Kampf" are being hurriedly prepared.

About 10,000 Americans have been evacuated from the United Kingdom to U.S.A. and Canada since August 24.

"Gott Strafe England!" has replaced "Heil Hitler!" as a greeting between Germans, according to a Copenhagen paper.

Five hundred thousand portraits of Stalin have been sent from Moscow into the newly-occupied Polish territory.

French and German soldiers have been seen fishing on opposite banks of the Rhine. No shots were fired from either side.

A Basle report states that 25 per cent of the men in the Siegfried Line are ill with angina and rheumatism.

Germany is arranging to run a Zeppelin service for the transport of raw materials from Russia to German industrial centres.

Resentment is growing among the civil population of Austria, especially at Graz, where relatives of soldiers killed in action were ordered not to wear mourning.

OUR WHO'S WHO OF THE WAR

Lammers, HEINRICH; Chief of the Reich Chancellery and Cabinet Minister, representing the civil service element in Germany's war machine.
Lebrun, ALBERT; President, French Republic, since 1932.
Leeper, REGINALD; British Minister Plenipotentiary, Bucharest; in charge of News Department, Foreign Office, several years.
Leopold, KING OF BELGIANS; "Our neutrality, having been affirmed, must be effective. Belgium has never broken her word."
Lequerica, SEÑOR; Spanish Ambassador, Paris.
Limerick, LADY; President, British Red Cross Society.
Linlithgow, MARQUESS OF; Viceroy of India.
Lipinski, COLONEL; Commander, Warsaw City garrison, September, 1939.
Lippe-Biesterfeld, PRINCE BERNHARD; husband of Princess Juliana of Holland. Lippe was German principality abolished by Nazi regime.
Londonderry, LADY; Founder, Women's Legion. (2, Ebury Mews, Buckingham Palace Rd.)
Loraine, SIR PERCY; British Ambassador, Rome; previously Turkey, where friend of Kemal Ataturk.
Lowe, MRS.; Chairman, London County Council.
Ludlow-Hewitt, SIR EDGAR; Air Chief-Marshal, in charge Bombers.
Lukasiewicz, J.; Polish Ambassador, Paris.

M

MacDonald, RT. HON. MALCOLM; Colonial Secretary, Britain. Son of J. Ramsay MacDonald.
Macmillan, LORD; Minister of Information. Was Assistant-Director of Intelligence, Ministry of Information, 1918.
McLeay, SENATOR G.; Member, Australian War Cabinet.
Madeley, W. B.; Leader of Labour Party, South Africa, and member of Smuts Cabinet.
Maisky, IVAN; Soviet Ambassador in London.
Malan, J. P.; Leader, Reformed Nationalist Party, South Africa, which favours severing British connexion.
Maniu, J.; Leader, National Peasant Party, Rumania, opposed to King Carol.
March, DON JUAN; Spanish capitalist, who placed fortune at disposal of Franco's Nationalist movement.
Marinescu, GENERAL; Rumanian Minister of the Interior; Former Chief of Police.

M. Hubert Pierlot, Prime Minister of Belgium since February, 1939, previously held other offices in the Cabinet.
Photo, Planet News

Matchek, DR.; Croat leader in Yugoslavia. Pronouncedly anti-Hitler and pro-French.
Max, ADOLPHE; Burgomaster of Brussels; was in office in 1914.
Menzies, R. G.; Prime Minister, Commonwealth of Australia.
Metaxas, GENERAL; Military Dictator of Greece since August, 1936.
Mezhlauk, VALERIAN; Commissar for Heavy Industries, Russia.
Milne, SIR JAMES; General Manager, Great Western Railway; member of Railway Executive Committee.
Molotov, V. M.; Prime Minister, Soviet Russia.
Monckton, SIR WALTER; Controller of Censorship at the Ministry of Information.
Morgenthau, HENRY; Secretary of the Treasury, United States.
Morrison, RT. HON. HERBERT; Leader, London County Council, and Chairman, London Air Raid Precautions Committee.
Morrison, RT. HON. W. S.; Minister of Food, and Chancellor, Duchy of Lancaster.
Moscicki, IGNACE; ex-President of Poland.
Munters, VILHELMS; Latvian Foreign Minister.
Mussolini, BENITO; The Duce of Italy. Founded National Fascist Party which took part in march to Rome on October 30, 1922. Was party to "Pact of Steel," signed in Berlin on May 22, 1939, which "irrevocably bound the destinies of Imperial Italy and Greater Germany."

N–O

Newall, SIR CYRIL; Air Chief-Marshal. Chief of the Air Staff since 1937.
Newton, C. H.; of London and North Eastern Railway; member, Railway Executive Committee.
Nishio, GENERAL TOSHIZO; Commander-in-Chief, Japanese forces, China.
Norman, RT. HON. MONTAGU; Governor, Bank of England.
Nygaardsvold, JOHAN; Prime Minister of Norway, since 1935.
Ogilvie, F. W.; Director-General, British Broadcasting Corporation.
Oliphant, SIR LANCELOT; British Ambassador at Brussels.
Orbay, GENERAL KIAZIM; Leader, Turkish Military Mission to London, October, 1939.

P

Paets, KONSTANTIN; President of Estonia.
Pernot, GEORGES; Minister of Blockade, France.
Perry, LORD; Chairman, Ford Motor Co. Business Adviser, Ministry of Food.
Perth, LORD (Eric Drummond); Chief Adviser on Foreign Publicity, Ministry of Information. Organized League of Nations, Geneva, and British Ambassador, Rome, before Sir Percy Loraine.
Pétain, MARSHAL; French Ambassador, Madrid.
Phipps, SIR ERIC; British Ambassador, Paris.
Piedmont, PRINCE OF; Commander of group of Italian Army. (See also Graziani.)
Pierlot, HUBERT; Prime Minister, National Union Cabinet, Belgium.
Pius XII, POPE; was Papal Nuncio to Germany in 1917.
Pollitt, HARRY; Communist Party leader, Great Britain; opponent of Totalitarianism.
Pound, SIR DUDLEY; First Sea Lord, and Chief of British Naval Staff.

R

Raczinski, COUNT; Polish Ambassador, London.
Raczkiewicz, LADISLAS; President of Poland in succession to M. Moscicki.
Reading, LORD; Chairman, Executive Council for German Jewry.
Reading, STELLA, THE DOWAGER LADY; Chairman, Women's Voluntary Services for Civil Defence.
Reynaud, PAUL; Finance Minister, France.
Reynders, LIEUT.-GENERAL I. H.; Commander-in-Chief, Dutch Army and Navy.
Ribbentrop, JOACHIM VON; German Foreign Minister. Was traveller in champagne until he married Anna, daughter of Henkell, millionaire wine producer.
Roosevelt, FRANKLIN D.; President of United States.

S

Salazar, ANTONIO DE OLIVEIRA; Prime Minister of Portugal; a financier of genius.
Salmon, SIR ISIDORE; Chairman, J. Lyons & Co.; Hon. Catering Adviser to Army.
Sarajoglu, SHUKRI; Turkish Foreign Minister.
Sargent, SIR ORME; Deputy Under-Secretary of State, Foreign Office.
Savage, RT. HON. M. J.; Prime Minister, Dominion of New Zealand.
Saydam, DR. REFIK; Prime Minister, Turkey. Friend of Kemal Ataturk and former Minister of Health.
Seeds, SIR WILLIAM; British Ambassador to Moscow since 1938.
Shaposhnikov; Russian Army Commander; Chief of General Voroshilov's staff.
Sidor, COLONEL KARL; Slovak guerilla leader.
Sikorski, LADISLAS; Prime Minister and Minister of War in newly constituted Polish Government, Commander-in-Chief of Polish Army in France.
Simon, SIR JOHN; Chancellor of the Exchequer.
Sinclair, SIR ARCHIBALD; Leader of Liberal Party.
Skladowski, GENERAL; ex-Prime Minister of Poland
Smetona, ANTANAS; President of Lithuania since 1926.
Smigly Rydz, MARSHAL; Polish dictator and successor of Marshal Pilsudski, whom he served as Inspector-General of Forces and War Minister.
Smuts, GENERAL; Prime Minister of Union of South Africa since September 6, 1939, when General Hertzog resigned on neutrality issue.
Somers, LORD; Deputy Chief Scout.
Spaak, M.; Foreign Minister, Belgium, and Socialist Leader in National Union Cabinet.
Stalin, JOSEPH; Dictator of Soviet Russia. Aged 57; was General Secretary of Communist Party and succeeded Lenin, substituting "Socialism in a single State" for earlier "world revolution" cry, latter being slogan of Trotskyists.
Stanley, OLIVER; President, Board of Trade.
Starhemberg, PRINCE; previously leader, Austrian Heimwehr, now forming Austrian Legion, France, to fight against Germany.
Starzynski, STEFAN; Mayor of Warsaw, the "Burgomaster Max" of Poland.
Stauning, THORWALD; Social Democratic Prime Minister of Denmark; son of Copenhagen wheelwright.
Stewart, SIR FINDLATER; Director-General, Ministry of Information; previously Permanent Under-Secretary of State, India Office.
Stoyadinovitch, MILAN; ex-Premier, Yugoslavia.
Street, G. A.; member of Australian War Cabinet.
Streicher, JULIUS; publisher of anti-Jewish newspaper, "Der Stuermer," Germany.
Szlumper, GILBERT; of Southern Railway. Director-General, Transportation and Movements, War Office. Senior railway transport officer in 1914–18 war.

T

Tatarescu, G.; Minister of Foreign Affairs, Rumania, in the All Talents Cabinet, which opposed Iron Guards.
Taylor, SIR MAURICE; Senior Military Adviser, War Office, upon production and supply.
Teleky, COUNT PAUL; Prime Minister, Hungary, succeeding Dr. Imredy in March, 1939. Is Hungary's Chief Scout.
Tiso, FATHER; Prime Minister of Slovakia, assisted German invasion of Slovakia, which preceded attacks upon Poland. Poland seized Javorin from Slovakia in October, 1938, and this led to anti-Polish feeling.

Count Paul Teleky, Prime Minister of Hungary since March, 1939, is also well known as a geographer.
Photo, Planet News

Titulesco, NICHOLAS; ex-Foreign Minister of Rumania, who fell from power in 1936. Mainly responsible for Little Entente and known as "Foreign Minister of the Little Entente and Balkan Entente," including Rumania, Yugoslavia, Turkey, and Greece. King Carol resented Titulesco's influence and also his pro-French policy.
Togo, S.; Japanese Ambassador, Moscow.
Tweedsmuir, LORD; Governor-General of Canada.

U–V

Ulmanis, KARLIS; President of Latvia and virtual dictator since 1934, when Latvian Parliament was abolished. Was first Latvian Prime Minister, when Latvia proclaimed independence in 1918.
Urbsys, JUOZAS; Lithuanian Foreign Minister.
Vigon, GENERAL JUAN; Chief, High General Staff, Spain.
Vivian, SIR SYLVANUS; Registrar-General, responsible for National Register scheme.
Voroshilov, MARSHAL; Soviet Defence Minister and Commander of Workers' and Peasants' Red Army.
Vuillemin, GENERAL JOSEPH; Chief, French Air Force, and hero of numberless air battles in War of 1914–18.

W–Z

Wallace, CAPTAIN EUAN; Minister of Transport.
Waterlow, SIR SYDNEY; British Minister to Greece.
Waterson, S. F.; Union Commissioner for South Africa, London.
Wavell, SIR ARCHIBALD; Lieut.-General Commanding-in-Chief Middle East, including Palestine and Egypt.
Wedgwood, SIR RALPH; Chairman, executive committee controlling British railways and London Passenger Transport Board during war.
Weir, LORD; Director-General of Explosives, Council of Supply.
Wemyss, MAJOR-GENERAL H. C. B.; Director of Mobilization.
Weygand, GENERAL; veteran French soldier of Great War.
Wilson, MAJOR-GENERAL H. M.; General Officer Commanding in Egypt.
Witos, W.; Leader, Polish Peasant Party; been exiled since 1930.
Wood, SIR KINGSLEY; British Air Minister.
Wood, SIR WILLIAM; of London, Midland and Scottish Railway; member of Railway Executive Committee.
Yamamoto, VICE-ADMIRAL; Commander of Japanese Navy.
Zetland, LORD; Secretary of State for India.

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S.S.

Our War Album.—6. The First Sea Lord

Keystone

Sir Dudley Pound

As First Sea Lord of the Admiralty and Chief of the Naval Staff, Admiral of the Fleet Sir Dudley Pound shares with Mr. Winston Churchill the chief responsibility for the naval side of the war. At Jutland he commanded H.M.S. Colossus, and has since held many important appointments.